

APPROVED

July 15, 2008

Michigan State Administrative Board

Lansing, Michigan

July 1, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, July 1, 2008, at 11:00 a.m.

Present: Steven Liedel, Deputy Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

Iris Lopez Department of Attorney General; Kristi Broessel, Ed Dore, Department of Community Health; James Burris, Craig Orr, Debbie Roberts, Janet Rouse, TeAnn Smith, Department of Management and Budget; Amy Meldrum, Department of Transportation; Nathan Ohle, Michigan Department of Economic Development Corporation; Len Wolfe, Jody Vanderveen, Dykema Gossett

1. CALL TO ORDER:

Mr. Liedel called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. Wolenberg moved that the minutes of the regular meeting of June 17, 2008, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

Len Wolfe of Dykema Gossett addressed the Board regarding the award of the mail order incontinent supplies contract to J & B Medical.

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4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

BERRIEN COUNTY COURTHOUSE, Prosecutor's Office, 7/1/2008

Mr. Hank moved that the Retention and Disposal Schedule be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

July 1, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **June 24, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
 State Treasurer Kleine

Member: Walt Herzig, representing Approved _____
 Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
 Governor Granholm

Others: Socorro Guerrero, Iris Lopez, Department of Attorney General;
 Sherry Bond, James Burris, Cindy Collins, Debbie Roberts, Janet
 Rouse, TeAnn Smith, Department of Management and Budget; Brian
 DeBano, Department of State

The Building Committee regular agenda was presented.

Following discussion, Mr. Keenan moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Herzig, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

June 24, 2008 / July 1, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF NATURAL RESOURCES, WHITNEY TOWNSHIP – Singing Bridge Public Access Site – Walkway and Retaining Wall Repairs
File No. 751/08222.JNS - Index No. 81980
Low Responsive Bidder: John Henry Excavating, Inc., East Tawas; \$477,810.00

Purpose/Business Case

The purpose of this contract is to replace the existing gabion retaining walls and concrete and gravel walkways with new sheet pile retaining walls and concrete walkways. The existing gabion walls have failed and are beyond repair. Existing sidewalks, supported by these gabion walls, have subsided to a point where they are no longer safe for public use and do not meet ADA requirements.

Benefit

The State will benefit by being able to provide the public with safe public access along the Whitney Drain. The new wall and walkways will provide a structurally sound walkway system that should last for 20 to 30 years with limited maintenance.

Funding Source

100% Agency Operating Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in leaving the Singing Bridge Public Access Site in a deteriorating condition that is unsafe for public use.

Zip Code

48730

2. DEPARTMENT OF NATURAL RESOURCES, MUSKEGON – Muskegon State Park – Access to Recreation Phase 1
File No. 751/07214.JAN - Index No. 50900
Low Responsive Bidder: Muskegon Quality Builders, Inc., Muskegon;
\$279,000.00

Purpose/Business Case

The purpose of this contract is to construct accessible hiking trails, path connections and exterior Sports Lodge improvements.

Benefit

The State will benefit by allowing disabled citizens the opportunity for recreation integrated with the broader community.

Funding Source

100% Private Kellogg Foundation Grant Funding

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in continued inaccessibility to the recreational opportunities for disabled citizens.

Zip Code

48445

3. DEPARTMENT OF ENVIRONMENTAL QUALITY, RICHLAND – North 34th Street Site – Groundwater Control Systems Operation & Maintenance
File No. 761/08059.RRD - Index No. 44501
Low Responsive Bidder: Technical Service Professionals, LLC, Livonia;
\$300,830.00

Purpose/Business Case

The purpose of this contract is to provide operation, maintenance, and groundwater monitoring services for the groundwater control systems. The environmental investigation concluded that a plume of chromium and nickel-contaminated groundwater emanating from beneath the former Production Plated Plastics, Inc. facility has contaminated the site. The agency installed a groundwater extraction and gradient control system and a pilot soil flushing system. These systems control the migration of the plume and remediate the site but require continuous operation and maintenance. This contract will allow the agency to use the construction contractor to provide these services.

Benefit

The State will benefit by removing the source of contamination, abating the environmental health hazard to protect the public and the environment.

Funding Source

100% Clean Michigan Initiative (CMI)

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in violating the environmental regulations and risking exacerbation of a public health hazard due to the spread of contamination.

Zip Code

49083

LEASE FOR PRIVATE PROPERTY

4. DEPARTMENT OF STATE, MONROE - Renewal of Lease #6950 effective August 1, 2008, through July 31, 2013, with Linda A. Sieg and William P. Michaud, Trustee of the William P. Michaud Trust, a Michigan Trust, and Robin V. Michaud, Trustee of the Robin V. Michaud Trust, a Michigan Trust, Tenants in Common, 993 Tottenham Place, Monroe, Michigan 48161, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 4,154 square feet of office space located at 1107 S. Telegraph Road, City of Monroe, County of Monroe Michigan. The annual per square foot rental rate for this space is \$11.99 (\$4,150.54 per month). This rate does not include janitorial services, utilities, telecommunications, tubes and bulbs or trash removal. This Lease contains one (1) five-year renewal option with an annual per square foot rental rate of \$12.40 (\$4,292.47 per month). This Lease contains a Standard cancellation clause with 180-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

To renew the existing lease at the current location.

Benefit

The location suits the agency and this lease renewal precludes the need for incurring relocation costs while also eliminating annual rent adjustment costs present in the current lease.

Funding Source

26% General Fund; 74% Restricted Funds

Commitment Level

Five (5) years; however, this Lease contains a Standard cancellation clause with 180-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing convenient and uninterrupted services to Monroe area residents.

Zip Code

48161

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

5. DEPARTMENT OF CORRECTIONS, MT. CLEMENS - Addendum #1 to Lease #2664-2006 approved by the State Administrative Board on March 20, 2007, Item #8, between Cannon Homes, Inc., a Michigan Corporation, 319 North Gratiot, Mt. Clemens, Michigan 48043, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Corrections, as Lessee, for 5,092 square feet of space located at 76 South Main, Mt. Clemens, Michigan 48043. This Addendum provides for adding 1,534 square feet of office space for a revised total of 6,626 usable square feet and changing the rent and the dates to reflect this change in the Lease. The annual per square foot rental rate is \$17.92 (\$9,894.83 per month). This Addendum becomes

effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

This space is utilized by the Department of Corrections as a parole center, the parole population increases have required the Department to create four (4) new agent positions in turn requiring more space.

Benefit

This additional space will make it possible to carry out the duties of this office. The rental rate is within current market rates for comparable space in this market.

Source of Funds

100% General Fund

Commitment Level

Four years, two months; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from adding new agents to current staff requirements due to an increase of parole cases.

Zip Code

48043

RECOMMENDATION FOR CONTRACT CHANGE ORDER

6. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #23 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for build out of a high density file room, as requested by the Department of Management and Budget at a cost not-to-exceed \$1,036,274.62. The space is located at 3044 W. Grand Blvd., Detroit, MI 48202

Purpose/Business Case

The purpose of this CCO is to provide for the cost of labor and materials to build out a high density file room at the Cadillac Place in Detroit to be occupied by the Michigan Gaming Control Board files.

Benefit

This CCO allows the consolidation of the Michigan Gaming Control Board staff from East Lansing to Cadillac Place with the ability to maintain files in a separate and distinct manner to meet their legislative requirements for records management.

Source of Funds

100% Michigan Gaming Control Board Restricted Funds as provided for within Supplemental House Bill #5344

Commitment Level

Present through January 4, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from consolidating from East Lansing to the Cadillac Place in Detroit to gain program efficiencies.

Zip Code

48202

RESOLUTION OF THE STATE ADMINISTRATIVE BOARD

7. Resolution of the State Administrative Board Approving a Completion Assurance Agreement and a Lease for the Department of Management and Budget State Facility Preservation Projects-Phase I and II Group G Special Maintenance Projects

Legislative Background

Project	Public Act	Total Cost	SBA Share	College / University Share	GF/GP Share	Concurrent Resolution	Date Approved
DMB State Facility Preservation Projects Phase I & II Group G Special Maintenance Projects	PA10 of 2005 PA297 of 2005	\$9,960,000	9,960,000	N/A	\$0	HCR 82 of 2008	5/28/08

Purpose/Business Case

The purpose of this resolution is to approve the form of the Completion Assurance Agreement between the State Building Authority and State of Michigan, the conveyance of the Facility (comprised only of special maintenance projects) to the Authority, and the form of the Lease.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to relieve the cash flow strain on the Common Cash Fund and finance the Authority's share of the project with short-term commercial paper notes.

Funding Source/ Commitment Level

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition/renovation phase of the project. At project completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17

years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

\$788,000 - \$998,000

Zip Code

48933

Risk Assessment

Without approval of this resolution, the SBA cannot relieve the cash flow strain on the Common Cash Fund and the project cannot be bonded or conveyed to the SBA.

8. Resolution of the State Administrative Board Approving Construction and Completion Assurance Agreements, Conveyances of Property and Leases for Certain Facilities

Legislative Background

Project	Public Act	Total Cost	SBA Share	College / University Share	GF/GP Share	Concurrent Resolution	Date Approved
DMB State Facility Preservation Projects Phase I & II Group F VanWagoner Building	PA10 of 2005 PA297 of 2005	\$14,750,000	\$14,750,000	N/A	\$0	HCR 81 of 2008	5/28/08
Washtenaw CC Technical & Industrial Building Renovations Project	PA10 of 2005 PA297 of 2005	13,985,000	2,999,800	10,985,000	200	SCR 63 of 2006 HCR 27 of 2007 HCR 80 of 2008	12/14/06 7/18/07 5/28/08

Purpose/Business Case

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreements between the State Building Authority, State of Michigan, and the college or university, the conveyance of the Facilities to the Authority, and the form of the Leases.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the projects with short-term commercial paper notes.

Funding Source/ Commitment Level

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition/renovation phase of the project. At project completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

Department of Management and Budget State Facility Preservation Projects – Phase I and II Group F VanWagoner Building

\$1,167,000 - \$1,478,000

Zip Code

48933

Washtenaw Community College Technical and Industrial Building Renovations Project

\$206,000 - \$269,000

Zip Code

48106

Risk Assessment

Without approval of this resolution, the projects cannot be bonded or conveyed to the SBA. In addition, the SBA cannot relieve the cash flow strain on the Common Cash Fund.

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Ms. MacDowell presented the Building Committee Report for the regular meeting of June 24, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held June 24, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

July 1, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **June 24, 2008**. Those present being:

Chairperson:	<u>Mary G. MacDowell, representing</u> State Treasurer Kleine	Approved _____
Member:	<u>Iris Lopez, representing</u> Attorney General Cox	Approved _____
Member:	<u>Kelly Keenan, representing</u> Governor Granholm	Approved _____
Others:	Socorro Guerrero, Tom Schimpf, Department of Attorney General; Sherry Bond, James Burris, Elise Lancaster, Debbie Roberts, Janet Rouse, TeAnn Smith, Department of Management and Budget; Brian DeBano, Department of State	

The Finance and Claims Committee regular agenda was presented.

Following discussion, Ms. Lopez moved that the regular agenda be recommended to the State Administrative Board for approval with Items 5(5), 6(1), 7(3), 9(1), 10(1), 15(1), 18(1), 18(2), 19(1), 20(1), 21(1), 22(1), and 23(1) of the regular agenda withdrawn; Items 3(1), 3(2), 3(3), 3(5) through 3(9), 5(1), 5(2), 18(3) and 18(4) of the regular agenda contingent on submission by the agency of a revised Contract Change Recommendation form with supplemental information regarding it's justification for the proposed contract action under section 261 of the DMB Act; and Item 21(2) of the regular agenda contingent upon receipt of a signed, corrected bid tab and revised agenda writeup reflecting the changes on the bid tab. The motion was supported by Mr. Keenan and unanimously adopted.

The Finance and Claims Committee supplemental and second supplemental agendas were presented.

Following discussion, Ms. Lopez moved that the supplemental and second supplemental agenda be recommended to the State Administrative Board for

Finance and Claims Committee Report
June 24, 2008
Page 2

approval. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

At the State Administrative Board meeting on July 1, 2008, Items 5(1) and 5(2) of the regular agenda were withdrawn by the Department of Management and Budget.

A G E N D A

6/16/2008 4:00 version

FINANCE AND CLAIMS COMMITTEE

June 24, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
.

STATE ADMINISTRATIVE BOARD

July 1, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
.

This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF AGRICULTURE

- | | | |
|----|--|---|
| 1) | United States Department of
Agriculture
Okemos, MI | \$ 160,000.00 Total
FY08 100% General Funds
Grant for in-state services for
an enforcement action to
depopulate pseudorabies
infected feral type swine for
the Animal Industries Division |
| 2) | Unites States Department of
Agriculture
Okemos, MI | \$ 38,000.00 Total
FY08 100% General Funds
Grant for in-state services to
partially fund USDA Wildlife
Biologist in support of the
Bovine TB Eradication Program
for the Animal Industries
Division |
| 3) | Alpena Conservation District
Alpena, MI | \$ 100,000.00 Total
FY08 General Funds
Grant for in-state services to
establish and implement
Wildlife Risk*A*Syst for the
Bovine TB Eradication Program
for the Environmental
Stewardship Division |

2. DEPARTMENT OF COMMUNITY HEALTH

- 1) Intercare Community Health Network
Bangor, MI
- \$ 179,000.00 Amendment
\$ 1,846,204.00 New Total
FY08 100% Federal Funds
Additional funding for one-year grant agreement to provide nutrition education, supplemental foods, breastfeeding promotion and support to postpartum women, infants and children up to the age of 5, who have nutrition related health problems
- 2) Public Health Foundation
Washington, D.C.
- \$ 36,776.00 Total
FY08 100% Federal Funds
One-year grant agreement to provide funding for a learning management tool for all emergency first responders in the state
- 3) Michigan Association of Community Mental Health Boards
Lansing, MI
- \$ 123,500.00 Amendment
\$ 1,993,832.00 New Total
FY08 5.3% General Funds
94.7% Federal Funds
Additional funds for one-year grant agreement to provide funding for Michigan Association of Community Mental Health Boards to administer mental health training
- 4) Smiles on Wheels
Jackson, MI
- \$ 23,616.00 Amendment
\$ 46,344.00 New Total
FY08 100% Federal Funds
Additional funds for one-year grant agreement to provide funding for screening and application of dental sealants, education and referral for children at high risk of dental disease

2. DEPARTMENT OF COMMUNITY HEALTH continued

5)	Family Health Center Kalamazoo, MI	\$ 33,120.00 Amendment \$ 390,057.00 New Total
		FY08 100% Federal funds Additional funding for one-year grant agreement to provide nutrition education, supple- mental foods, breastfeeding promotion and support to postpartum women, infants and children up to the age of 5, who have nutrition related health problems
6)	Total Health Care Detroit, MI	\$ 140,000.00 Amendment \$ 540,000.00 New Total
		FY08 69% Federal Funds 31% General Funds Additional funds one-year grant agreement to provide funding for medical/specialty health care to children of low income families

3. DEPARTMENT OF CORRECTIONS

1)	Pathways Court Services Kalamazoo, MI	\$ 5,000.00 Amendment \$ 29,500.00 New Total
		FY08 100% Restricted Fund Additional funds to provide sex offender counseling to parolees and probationers - Berrien County
2)	BSA Interventions Kalamazoo, MI	\$ 18,000.00 Amendment \$ 42,000.00 New Total
		FY08 100% Restricted Fund Additional funds to provide sex offender counseling to parolees and probationers - Allegan County

3. DEPARTMENT OF CORRECTIONS continued

3)	BSA Interventions Kalamazoo, MI	\$ 12,000.00 Amendment \$ 36,500.00 New Total FY08 100% Restricted Fund Additional funds to provide sex offender counseling to parolees and probationers - Kalamazoo County
4)	Jetco Packaging Caledonia, MI	\$ 851,951.77 Total FY08-11 100% Revolving Fund Three-year contract to provide rip stop fabric for Michigan State Industries
5)	Self Help Addiction Rehabilitation, Inc. Detroit, MI	\$ 2,550,000.00 Amendment \$ 4,990,000.00 New Total FY08-10 100% General Fund Two-year extension and additional funds to provide substance abuse treatment to prisoners, parolees and probationers
6)	National Health Resources Lansing, MI	\$ 75,000.00 Amendment \$ 275,000.00 New Total FY08 100% General Fund Additional funds to provide dentist services for prisoners
7)	Medical Staffing Network Boca Raton, FL	\$ 50,000.00 Amendment \$ 750,000.00 New Total FY08 100% General Fund Additional funds to provide nursing services for prisoners
8)	Catholic Social Services of Wayne County Detroit, MI	\$ 30,000.00 Amendment \$ 480,000.00 New Total FY08 100% General Fund Additional funds to provide substance abuse treatment for prisoners, parolees and probationers

3. DEPARTMENT OF CORRECTIONS continued

9)	Community Programs, Inc. Waterford, MI	\$ 500,000.00 Amendment \$ 11,715,268.00 New Total FY08 100% General Fund Additional funds to provide substance abuse treatment for prisoners, parolees and probationers
10)	Sidney D. Andrews, DDS Petoskey, MI	NOT TO EXCEED \$ 108,000.00 Total FY09 100% General Fund One-year contract to provide dentist services to prisoners at the Kinross Correctional Complex
	William R. Gillette, Jr., DDS Pellston, MI	NOT TO EXCEED \$ 85,000.00 Total FY09 100% General Fund One-year contract to provide dentist services to prisoners at the Kinross Correctional Complex
	Eric J. Hayhurst, DDS Pellston, MI	NOT TO EXCEED \$ 42,000.00 Total FY09 100% General Fund One-year contract to provide dentist services to prisoners at the Kinross Correctional Complex
	John A. Tschudy, DDS Elk Rapids, MI	NOT TO EXCEED \$ 102,000.00 Total FY09 100% General Fund One-year contract to provide dentist services to prisoners at the Kinross Correctional Complex

3. DEPARTMENT OF CORRECTIONS continued

- 11) Michael J. Ballard, DDS
Gladstone, MI
- NOT TO EXCEED
\$ 131,000.00 Total
FY09 100% General Fund
One-year contract to provide
dentist services to prisoners
at the Newberry Correctional
Facility and the Ojibway
Correctional Facility
- William R. Gillette, Sr., DDS
Gould City, MI
- NOT TO EXCEED
\$ 230,000.00 Total
FY09 100% General Fund
One-year contract to provide
dentist services to prisoners
at the Newberry Correctional
Facility and the Ojibway
Correctional Facility
- 12) James W. Hall, DDS
Kingsley, MI
- NOT TO EXCEED
\$ 117,000.00 Total
FY09 100% General Fund
One-year contract to provide
dentist services to prisoners
at the Pugsley Correctional
Facility
- 13) Bruce R. MacDonald, DDS
Lake Linden, MI
- NOT TO EXCEED
\$ 40,000.00 Total
FY09 100% General Fund
One-year contract to provide
dentist services to prisoners
at the Baraga Maximum
Correctional Facility
- 14) Thomas M. Kallal, DDS
Iron Mountain, MI
- NOT TO EXCEED
\$ 125,000.00 Total
FY09 100% General Fund
One-year contract to provide
dentist services to prisoners
at the Baraga Maximum
Correctional Facility

4. DEPARTMENT OF EDUCATION

- | | |
|---|---|
| 1) Kids in Motion Pediatric
Therapy Services
Highland, MI | \$ 108,000.00 Total
FY08-12 100% Restricted Funds
To provide Physical Therapy
Services at the Michigan School
for the Deaf |
|---|---|

5. DEPARTMENT OF HUMAN SERVICES

- | | |
|--|---|
| 1) Central Diagnostic and
Referral Services
East Lansing, MI | \$ 99,988.62 Amendment
\$ 455,987.75 New Total
FY08-09 100% Federal Funds
Additional funds for substance
abuse assessments, treatment
referral and weekly contact |
| 2) Family Outreach Center
Grand Rapids, MI | \$ 26,289.00 Amendment
\$ 205,093.70 New Total
FY08 100% Federal Funds
Additional funds for Kinship
Care Services due to increase
in allocation |
| 3) Catholic Social Services
- Oakland
Pontiac, MI | \$ 281,260.00 Total
FY08-10 100% Federal Funds
Three-year grant for intensive
supportive interventions
including education and health
maintenance to clients in
Oakland County |
| 4) Mentor Michigan
Lansing, MI | \$ 50,000.00 Total
FY08 100% General Funds
Three-month grant for mentor
recruitment campaign |
| 5) Catholic Human Services, Inc.
Alpena, MI | NOT TO EXCEED
\$ 72,500.00 Total
FY08-10 100% Federal Funds
Two-year, three-month contract
to reduce risk of abuse/neglect
for Alcona County children |

5. DEPARTMENT OF HUMAN SERVICES continued

- 6) Healthy Marriages/Healthy Relationships
Grand Rapids, MI
- \$ 660,000.00 Total
FY09-11 100% General Funds
Three-year grant to provide educational workshops including marriage preparation and conflict/communication training

6. DEPARTMENT OF LABOR & ECONOMIC GROWTH

- 1) Statewide Workforce Development Boards
(Listing on file)
- \$ 6,600,000.00 Total
FY08-09 100% Federal Funds
(WIA) Grantees will be provided federal National Emergency Grant funding to train workers dislocated as a result of plant closures/mass layoffs in their service areas
- 2) Statewide Workforce Development Boards
(Listing on file)
- \$ 1,836,000.00 Amendment
\$106,986,264.00 New Total
FY08 100% Federal Funds
The Grantees will receive additional federal funding to increase travel reimbursement for Jobs, Education and Training (JET) program participants
- 3) Food System Economic Partnership
Ann Arbor, MI
- \$ 90,000.00 Total
FY08-09 100% Federal Funds
The Grantee will receive funding to provide employment and training activities for a Michigan Regional Skills Alliance (MiRSA). RSA's are employer-led, industry-based partnerships designed to improve opportunities for workers to be placed in permanent employment

7. DEPARTMENT OF NATURAL RESOURCES

- | | | |
|----|---|--|
| 1) | Jordan Valley Trails
Council
Mancelona, MI | \$ 34,899.00 Amendment
\$ 133,125.00 New Total
FY08 100% State Restricted
Additional grant funds for
snowmobile trail grooming,
equipment repairs, and
maintenance |
| 2) | Barry County Conservation
District
Hastings, MI | \$ 50,000.00 Amendment
\$ 200,000.00 New Total
FY09 100% State Restricted
Grant amendment for completion
of restoration of the
Thornapple River to improve
the river's natural hydrology
and fisheries habitat |
| 3) | Michigan State University
East Lansing, MI | \$ 190,592.00 Amendment
\$ 403,092.00 New Total
FY09-11 100% State Restricted
Urban outreach contract exten-
sion for the continuation of
recruitment, mentoring, and
training in southeast Michigan
of youth into hunting, fishing
and other natural resource-
based activities |

Withdrawn

8. DEPARTMENT OF STATE POLICE

- | | | |
|----|--|--|
| 1) | MTA Education d/b/a as
Michigan Center for Truck
Safety
Lansing, MI | \$ 1,556,022.00 Total
FY09 100% State Restricted
Grant to provide truck safety
education |
|----|--|--|

9. DEPARTMENT OF TREASURY/BUREAU OF LOTTERY

- | | | |
|----|-------------------------------------|---|
| 1) | GTECH Corporation
Providence, RI | \$ 1,200,000.00 Amendment
\$286,800,000.00 New Total
FY08-09 100% Restricted Funds
Additional funds for a one-year
Pilot Program to assist in
recruiting Club Game Sellers
and Instant Ticket
Merchandising |
|----|-------------------------------------|---|

Withdrawn

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

10. DEPARTMENT OF COMMUNITY HEALTH

- | | |
|---|---|
| 1) J & B Medical Supply
Company, Inc.
Wixom | \$ 52,079,748.12 (3 years)
FY08-11 55.89% Federal Funds
44.11% General Funds
071I8200032 Mail Order
Incontinent Supplies and
Services |
|---|---|

11. DEPARTMENT OF INFORMATION TECHNOLOGY

Various RE:START Vendors

Short-term Staff Augmentation for Information Technology for various departments

- | | |
|--|---|
| 1) Blueoak Database Engineers
Okemos, MI | NOT TO EXCEED
\$ 239,200.00 (1 year)
FY08 100% Revolving Funds
071I8200153 For an Enterprise
Architecture Resource to assist
with refreshing DIT's
Enterprise Architecture
Processes, Procedures, Core
Deliverables, and Technical
Architecture |
| 2) Gnosis Technologies
(James Alger)
Ada, MI | \$ 187,200.00 (1 year)
FY08 100% Restricted
071I8200151 For a Project
Manager for three projects
involving the development of
major database management
systems within the Department
of Environmental Quality |

11. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- | | | |
|----|--|---|
| 3) | Keane, Inc.
(Larry Meachum)
Frankfort, KY | NOT TO EXCEED
\$ 436,800.00 (3 years)
FY08-11 100% Federal Funds
071I8200173 To provide
resources to continue support
of project tracking and
accounting software for DIT and
MDOT used by all Information
Technology development and
infrastructure projects |
| 4) | Systems Technology Group
(Selvabharthi Parasuraman)
Troy, MI | \$ 114,400.00 (1 year)
FY08 100% Restricted Funds
071I8200177 For a Programmer/
Analyst to design and develop
advanced Java and Web services
components, and work with other
support staff to enhance and
perform Configuration
Management Services, supporting
the Department of Management
and Budget Office of Retirement
Services |

12. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | | |
|----|--|--|
| 1) | Canon Business Solutions,
Inc.
Farmington Hills, MI | \$ 534,860.50 (5 years)
FY08-13 100% Revolving Funds
071I8200072 Full Color Digital
Printer/Copier with Full
Service Maintenance for
Printing Services |
| 2) | Environmental Testing &
Consulting, Inc.
Romulus, MI | \$ 225,000.00 (3 yrs 3 mos)
FY08-11 100% Restricted Funds
071I8200064 Industrial Hygiene
Services for Facilities
Administration |
| 3) | Premier Ticket Service, Inc.
Warren, MI | \$ 315,000.00 (1 year)
FY08 100% Restricted Funds
071I82002000 Ticket Selling
Services for the Michigan State
Fair |

13. DEPARTMENT OF NATURAL RESOURCES

1) Holli Forest Products, Inc. \$ 62,586.00 (1 year)
Ishpeming, MI **FY08-09** 100% General Funds
071I8200125 Scarification of
State Forest Land in the Upper
Peninsula

14. DEPARTMENT OF STATE

1) Print Makers Service, Inc. \$ 244,230.00 (3 years)
Lansing, MI **FY08-11** 90.1% Restricted Funds
9.9% General Funds
071I8200136 Microfilm
Equipment Maintenance

15. DEPARTMENT OF STATE POLICE

1) Armor Holdings Forensics \$ 36,050.00 (One-Time)
Incorporated **FY08** 100% Restricted Funds
Jacksonville, FL 551R8200055 Two Forensic Light
Sources for the Forensic
Science Division

2) Thermo Electron Corporation NOT TO EXCEED
West Palm Beach, FL \$ 30,596.09 (One-Time)
FY08 100% Restricted Funds
551R8200057 Gas Chromatograph
with autosampler and data
system

16. DEPARTMENT OF TRANSPORTATION

1) Michigan Highway Hazard \$ 1,222,805.00 (5 years)
Recovery **FY08-13** 100% Restricted Funds
Capac, MI 071I8200058 Large Carcass
Removal Services from State
Trunklines

CONTRACT CHANGES

17. DEPARTMENT AGRICULTURE

1)	Idexx Laboratories, Inc. Westbrook, ME	\$ 51,600.00 Amendment \$ 129,950.04 New Total FY08-09 100% General Funds 071B4200049 Additional funding for Equine Infectious Anemia Test Kits
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18. DEPARTMENT OF COMMUNITY HEALTH

1)	Brogan & Partners Birmingham, MI	\$ 6,450,000.00 Amendment \$ 23,570,000.00 New Total FY08-09 50% Federal Funds 50% Restricted Funds 071B5200138 Additional funding for a two-month option and a 10-month extension of the contract for Advertising & Creative Services
2)	Classic Optical Laboratories Inc. Youngstown, OH	\$ 453,823.00 Amendment \$ 7,601,529.00 New Total FY08 53% Federal 46.5% GF 071B3001211 Additional funding for a three-month extension of the contract for Fabrication of Eyeglasses
3)	Health Management Systems Inc. New York, NY	\$ 3,000,000.00 Amendment \$ 17,580,132.00 New Total FY08-09 50% General Funds 50% Federal Funds 071B4200405 Additional funding for a one-year option to the contract for Insurance Information Exchange Services for Medicaid Recipients

18. DEPARTMENT OF COMMUNITY HEALTH continued

4)	Roche Diagnostics Corp. Indianapolis, IN	\$ 120,000.00 Amendment \$ 462,888.00 New Total FY08-09 100% Restricted Funds 071B4200380 Additional funding for a one-year option to the contract for monitor test kits including instrumentation Rental and Maintenance Program
----	---	---

19. DEPARTMENT OF CORRECTIONS

1)	Wolf Corporation Fort Wayne, IN	\$ 50,000.00 Amendment \$ 480,056.00 New Total FY09 100% Revolving Funds 071B4200301 Additional funding for a one-year option to the contract for mattress padding for Michigan State Industries
----	------------------------------------	---

Withdrawn

20. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	Great Lakes Commission Ann Arbor, MI	\$ 50,000.00 Amendment \$ 1,154,683.00 New Total FY08-09 100% Restricted Funds 071B4200382 Additional funding for Water Studies Research Services
----	---	---

Withdrawn

21. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Compuware Detroit, MI	\$ 1,096,640.00 Amendment \$ 5,232,440.00 New Total FY08 100% General Funds 071B7200082 Additional funding to add five temporary workers for the CEPI Student Data System until FTE's can be added
----	--------------------------	---

Withdrawn

21. DEPARTMENT OF INFORMATION TECHNOLOGY continued

2)	Legal Files Software, Inc. Springfield, IL	\$ 150,000.00 Amendment \$ 1,789,044.00 New Total FY08-10 100% General Funds 071B6200072 Additional funding for a two-year option to the contract for Attorney General Document Applications System
----	---	--

Various RE:START Vendors

**Amendment(s) to existing
contract(s) for Short-term
Staff Augmentation for
Information Technology for
various departments**

3)	Kunz, Leigh & Associates (Martin Tompkins) Lathrup Village, MI	\$ 48,840.00 Amendment \$ 150,840.00 New Total FY08 100% General Funds 071B8200132 Additional funding to assist with the customization and implementation of the MIDB Inquiry and Reporting System (MIRS) for the Department of Agriculture
----	--	---

22. DEPARTMENT OF TRANSPORTATION

1)	Nationwide Fence and Supply Company Chesterfield, MI	\$ 100,000.00 Amendment \$ 249,110.00 New Total FY08-09 100% Restricted Additional funding for Fence Fabric and Line Posts due to increased usage
----	--	---

Withdrawn

23. DEPARTMENT OF TREASURY

1)	Pollard Banknote Limited Partnership Winnipeg, MB, Canada	\$ 1,650,000.00 Amendment \$ 7,770,000.00 New Total FY08-11 100% Restricted 071B5200403 Additional funding for Lease and Maintenance of Instant Ticket Vending Machines
----	---	---

Withdrawn

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

24. DEPARTMENT OF CORRECTIONS

- 1) Michael Zemla \$304.50

The claimant (08-SAB-070) requests \$304.50 reimbursement for replacement costs for his eyeglasses broken during an altercation with an inmate. The Department recommends approval of this claim.

25. DEPARTMENT OF STATE POLICE

- 1) Douglas Campbell \$546.43

The claimant (08-SAB-068) requests \$546.43 reimbursement for damage to his tires after running over stop sticks placed by officers. The Department recommends approval of this claim.

26. DEPARTMENT OF TRANSPORTATION

- 1) Kenneth Belanger \$348.10

The claimant (08-SAB-075) requests \$348.10 reimbursement for damage to his vehicle when it was hit by paint overspray by a contractor. The contractor has refused to pay the claim, so MDOT is holding back \$348.10 in payment to the contractor to cover this damage they are responsible for. The Department recommends approval of this claim.

- 2) Ian Ferguson \$275.00

The claimant (08-SAB-067) requests \$275.00 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 3) Brian Kennedy \$690.71

The claimant (08-SAB-078) requests \$690.71 reimbursement for damage to his vehicle from asphalt thrown by a worker. The Department recommends approval of the claimant's insurance deductible of \$100.00.

26. DEPARTMENT OF TRANSPORTATION continued

4) Robert Smith \$247.72

The claimant (08-SAB-029) requests \$247.72 reimbursement for damage to his vehicle by debris from a falling lightpole. The Department recommends denial of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

27. DEPARTMENT OF ATTORNEY GENERAL

Requests approval to write-off 8,014 unemployment tax and penalties from employer accounts, representing a total indebtedness of \$6,213,080.26. These debts are barred by the Statute of Limitations or are not collectible because of discontinued corporations (no assets), discharged bankrupt corporations, or discontinued corporations (no assets - reimbursing employers).

28. DEPARTMENT OF STATE

Requests approval of a Memorandum of Agreement between the State of Michigan and the Department of Homeland Security pursuant to Michigan state statute 2008 PA 23.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee

S U P P L E M E N T A L
A G E N D A

6/20/08 11:00 ver.

FINANCE AND CLAIMS COMMITTEE

June 24, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

July 1, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

SECTION II. DMB CONTRACTS

Requests approval of the following:

CONTRACT CHANGES

1s. **DEPARTMENT OF EDUCATION**

Kids in Motion Pediatric Therapy Services Highland, MI	\$ 0.00 Amendment \$ 129,000.00 New Total FY08 100% Restricted Funds 071B3001441 One-month extension of the contract for Physical Therapy Services at the Michigan School for the Deaf and Blind
The Regents of the University of Michigan Ann Arbor, MI	\$ 0.00 Amendment \$ 3,304,638.00 New Total FY08-11 100% Federal Funds 071B3001126 Two-year, one- month extension of the contract for Professional Evaluation of the Reading First Program - correction of contract period

2s. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | | |
|----|--|---|
| 1) | Blue Cross/Blue Shield of Michigan
Detroit, MI | \$ 0.00 Amendment
\$ 4,848,000.00 New Total
FY08 100% Restricted Funds
071B8000121 Three-month
extension of the contract for
Administration of the Vision
Plan for the State of Michigan
Public School Employees
Retirement System |
| 2) | Delta Dental of Michigan
Okemos, MI | \$ 0.00 Amendment
\$ 13,190,940.00 New Total
FY08 100% Restricted Funds
071B8000239 Two-month
extension of the contract for
Administration of the Dental
Plan for the Michigan Public
School Employees Retirement
System |
| 3) | Gabriel, Roeder, Smith, &
Company
Southfield, Mi | \$ 0.00 Amendment
\$ 3,698,320.00 New Total
FY08 100% Restricted Funds
071B8000889 Two-month
extension of the contract for
Health Care Actuarial Services |

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

S E C O N D
S U P P L E M E N T A L
A G E N D A

6/20/08 4:00 ver.

FINANCE AND CLAIMS COMMITTEE

June 24, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

July 1, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

SECTION II. DMB CONTRACTS

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

1s. **DEPARTMENT OF MANAGEMENT AND BUDGET**

Requests approval to release allotments for capital outlay appropriations included in Public Act 165 of 2008 totaling \$183,191,300 (\$0 state general fund), for Department of Transportation airport improvement programs for the fiscal year ending September 30, 2008. (Detail on file)

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

APPROVED

July 1, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A special meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **July 1, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Steve Liedel, representing Approved _____
Governor Granholm

Others: Patrick Isom, Department of Attorney General; Kristi Broessel,
Ed Dore, Department of Community Health; Carol Wolenberg,
Department of Education; Sherry Bond, James Burris, Craig Orr,
Debbie Roberts, Janet Rouse, TeAnn Smith, Department of
Management and Budget; Brian DeBano, Department of State; Leon
Hank, Amy Meldrum, Department of Transportation; Nathan Ohle,
Michigan Economic Development Corporation; Len Wolfe, Jody
Vanderveen, Dykema Gossett;

The Finance and Claims Committee special agenda was presented.

Len Wolfe, of Dykema Gossett spoke on behalf of Binson's regarding the
recommendation for award of the contract for mail order incontinent
supplies to J & B Medical.

Following discussion, Mr. Liedel moved that the special agenda be
recommended to the State Administrative Board for approval with Item
4s(2) withdrawn by the Department of Management and Budget. The motion
was supported by Ms. Lopez and unanimously adopted.

Ms. MacDowell adjourned the meeting.

**S P E C I A L
A G E N D A**

6/30/08 3:30 ver.

FINANCE AND CLAIMS COMMITTEE

July 1, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

July 1, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1s. MICHIGAN STRATEGIC FUND

National Center for Manufacturing
Sciences (NCMS)
Ann Arbor, MI

NOT TO EXCEED
\$ 1,500,000.00 (10 months)
FY08 100% 21st Century Jobs
Trust Fund Administration
To conduct 21st Century
Commercialization Competition
Independent Peer Review
services

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

2s. DEPARTMENT OF COMMUNITY HEALTH

J & B Medical Supply Co., Inc.
Wixom, MI

\$ 52,079,748.12 (3 years)
FY08-11 55.89% Federal Funds
44.11% General Funds
0718200032 Mail Order
Incontinent Supplies and
Services for Medicaid/Medicare
Beneficiaries Services and
Children's Special Health Care
Services

3s. DEPARTMENT OF INFORMATION TECHNOLOGY

Koch Financial Corporation
Scottsdale, AZ

\$ 3,583,345.13 (3 years)
FY08-11 100% Revolving Funds
Financing for the Lease/
Purchase of EMC Equipment

CONTRACT CHANGES

4s. DEPARTMENT OF COMMUNITY HEALTH

1) Brogan & Partners
Birmingham, MI

\$ 2,400,000.00 Amendment
\$ 19,520,000.00 New Total
FY08 50% Federal Funds
50% Restricted Funds
071B5200138 Additional funds
for a two-month option to the
contract for Advertising and
Creative Services

2) Classic Optical Laboratories, Inc.
Youngstown, OH

\$ 453,823.00 Amendment
\$ 7,601,529.00 New Total
FY08 53.5% Federal Funds
46.5% General Funds
071B3001211 Additional funds
for a three-month extension of
the contract for Fabrication of
Eyeglasses for Medicaid Fee-
for-Service beneficiaries

Withdrawn

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of June 24, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held June 24, 2008, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

Ms. MacDowell presented the Finance and Claims Committee Report for the special meeting of July 1, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the special meeting held July 1, 2008, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

APPROVED

July 1, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on June 25, 2008. Those present
being:

Chairperson: Duane Berger, representing Approved _____
Secretary of State Land

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget; Tom
Hoane, Kim Venne, Department of Natural Resources; Jinger Andrews,
Mike Blackledge, Keith Brown, Connie Hanrahan, Andy Ilieff, Amy
Meldrum, Wayne Roe, Jr., Pat Scarlett, Betsy Steudle, Larry
Whitefish, Department of Transportation

The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources be
recommended to the State Administrative Board for approval. Supported
by Mr. Hofmeister, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular and supplemental agendas were
presented.

Following discussion, Mr. Shell moved that the Transportation regular
and supplemental agendas be recommended to the State Administrative
Board for approval with Item 3 of the regular agenda withdrawn; Items
27 and 31 of the regular agenda contingent upon approval by the Office
of Commission Audit; and Items 17, 19, 20, 37 through 42, 44, 45, 46,
57 through 67, 73, 88, 90, 91, 92, and 94 through 97 of the regular
agenda contingent upon approval by the State Transportation Commission
on June 26, 2008. Supported by Mr. Hofmeister, the motion was
unanimously adopted.

Mr. Berger adjourned the meeting.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - June 25, 2008- 3:30 P.M.
State Administrative Board Meeting - July 1, 2008- 11:00 A.M.

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

1. OIL AND GAS LEASE AUCTION held on May 1, 2008: A total of 149,548.02 acres of state-owned minerals were offered for lease. There were 22 successful bidders out of 32 registered. The total of 149,548.02 acres bid in are proposed to be leased within 16 counties. Of the total acres bid in, 67,323.00 acres are classified as development and 82,225.02 are nondevelopment.

Terms: Five-year initial term with two one-year extension options, 1/6 royalty. Bonus amount of \$13,590,166.00 and rental amount of \$326,097.58 were collected at the auction. Total revenue generated at the auction was \$13,916,263.58.

2. DIRECT OIL AND GAS LEASES - NONDEVELOPMENT (20): Atlas Gas & Oil Company, LLC, of Traverse City, Michigan, oil and gas lease rights to 2,432.80 acres, more or less, of Department of Natural Resources state-owned minerals located in Section 6, T30N, R06W, Chestonia Township, Sections 1 and 2, T30N, R07W, Kearney Township, Sections 24 and 25, T31N, R06W, Jordan Township, Sections 16, 17, 18, 19, and 21, T31N, R05W, Warner Township, all in Antrim County.

Terms: One-year term, no extension, 3/16 royalty, \$243,400.00 bonus consideration (\$100.00 per acre), and a \$2.00 per acre rental.

3. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT (1): Coughlin Land Services, L.L.C., of Midland, Michigan, oil and gas lease rights to 40.00 acres, more or less, of Department of Natural Resources state-owned minerals located in Section 9, T14N, R14W, Denver Township, Newaygo County.

Terms: Three-year primary term, no extensions, 3/16 royalty \$2,000.00 bonus consideration (\$50.00 per acre), and \$2.00 per acre annual rental.

4. DIRECT OIL AND GAS LEASES - NONDEVELOPMENT (2): CMS Gas Transmission Company, of Jackson, Michigan, oil and gas lease rights to 80.00 acres, more or less, of Department of Natural Resources state-owned minerals located in Section 14, T27N, R08W, Kalkaska Township, Kalkaska County.

Terms: Three-year term, two one-year extension options, 3/16 royalty, \$4,000.00 bonus consideration (\$50.00 per acre), and \$2.00 per acre annual rental.

5. DIRECT OIL AND GAS LEASES - NONDEVELOPMENT (2): CORE Energy, LLC, of Traverse City, Michigan, oil and gas lease rights to 27.96 acres, more or less, of Department of Transportation US-31 highway right-of-way minerals located in Section 7, T14N, R17W, Shelby Township, Oceana County.

Terms: One year term, one one-year extension option, 3/16 royalty, \$4,350.00 bonus consideration (\$150.00 per acre) and \$2.00 per acre annual rental.

The Director of the Department of Natural Resources approved Items 1 and 2 on June 5, 2008. The Chief of Forest, Mineral and Fire Management approved Item 3 through 5 on June 11, 2008. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 25, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: July 1, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
Tract 1172, Control Section 60023, Parcel C-96, Part A, Parcel C-97, Part A, and Parcel 98, Part A

The subject tract is located in the township of Hillman, Montmorency County, Michigan, and contains approximately 2.88 acres. The tract is not suitably configured for individual use, and consequently the highest and best use is assemblage with the abutting land. The tract was appraised by Janet Hartford, North Region Property Analyst, on November 1, 2007, at \$8,450. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on November 2, 2007, at the amount of \$8,450. The sole abutting owner, James Stoddard, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$8,450, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49746.

2. HIGHWAYS (Real Estate) – Resolution “B” (Sale to Abutting Owner)
Tract 689, Control Section 83033, Parcel 813, Part B

The subject tract is located in the township of Liberty, Wexford County, Michigan, and contains approximately 0.06 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Janet Hartford, North Region Property Analyst, on June 22, 2007, at \$60. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent on October 4, 2007, at the amount of \$60. The sole abutting owners, Steven C. Beehler and Dianna K. Beehler, have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$60, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49663.

3. HIGHWAYS (Real Estate) – Resolution “C” (Excess Property Exchange)
Tract 1081, Control Section 50011, Parcel 56, Part A

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 3.94 acres. The tract was appraised by Michael Rende, consultant appraiser, on October 10, 2006, at \$865,000. The appraisal was reviewed by Michael Odette, Metro Region staff appraiser, on October 27, 2006, at the amount of \$865,000. Subsequently, the appraisal review was updated by Paul Sander, Metro Region Appraisal Manager, on February 8, 2008, to the amount of \$970,000. This update was done to account for a change in the area/size of the subject tract. In exchange for the property, Roncelli, Inc., under an MDOT-issued permit and review process, has agreed to design and construct the proposed M-53 and 15 Mile Road intersection improvements. If the costs of design and construction exceed the appraised \$970,000 value of the property, the additional cost will be borne by Roncelli, Inc. Should the cost of design and construction be less than \$970,000, Roncelli, Inc., will pay MDOT the difference. The appraised tract was approved for exchange by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on May 28, 2008, at the amount of \$970,000. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This exchange transaction will exchange excess property valued by MDOT at \$970,000 for the design and construction of improvements to the interchange of M-53 and 15 Mile Road.

Purpose/Business Case: The purpose of this exchange agreement is to improve the configuration of the M-53/15 Mile Road intersection to better accommodate traffic and enhance traffic safety.

Benefit: MDOT benefits by arranging for the design and construction of the intersection improvements in exchange for excess MDOT property.

Funding Source: No special funding source is required for this exchange.

Commitment Level: MDOT is committed to an equal exchange of property at no additional cost to MDOT.

Risk Assessment: The risk is one of traffic and safety issues resulting from the existing intersection design. This exchange will solve the traffic and safety problem created by improving the intersection.

Cost Reduction: There are no special costs involved with this exchange.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48304.

4. HIGHWAYS (Real Estate) – Resolution “D” (Over-the-Counter Sale)
Tract 968, Control Section 70041, Parcel 477, Part A

The subject tract is located in the township of Allendale, Ottawa County, Michigan, and contains approximately 1.14 acres. The tract was offered for sale at public auction on December 13, 2007, and did not sell. It was approved to be available for over-the-counter sale on December 17, 2007. The tract was appraised by Kevin Kalmbach, Grand Region Property Analyst at \$90,000. The appraised tract was approved for sale by Pete Loftis, Grand Region Real Estate Agent, August 15, 2006, at the amount of \$90,000. Rodger DeVries and Phyllis DeVries have offered to purchase the tract for \$90,000. They have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$4,500, which represents a 5 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49401.

5. HIGHWAYS (Real Estate) – Resolution “E” (Sale to Abutting Owner)
Tract 371, Control Section 83033, Parcel 438, Part A

The subject tract is located in the township of Clam Lake, Wexford County, Michigan, and contains approximately 0.01 acres. The tract is landlocked with one abutting owner. The highest and best use is assemblage with the abutting land. The tract was appraised by Janet Hartford, North Region Property Analyst, on August 13, 2007, at \$1. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on September 24, 2007, at the amount of \$1. The sole abutting owner, CKCJ Investments, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$1, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49601.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2008-0283) between MDOT and the Delta County Board of Commissioners will provide federal and state grant funds for the design of a building to store snow removal equipment (SRE), for demolition of an existing fuel facility, and for the land acquisition costs for parcels E88 and E89 at the Delta County Airport in Escanaba, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$118,500. Source of Funds: FAA Funds - \$112,575; State Restricted Aeronautics Funds - \$2,962; Delta County Funds - \$2,963.

Criticality: The SRE facility will provide storage for the airport's equipment when it is not in use. The existing fuel facility will be demolished and relocated, which will reduce potential negative environmental impacts, improve overall airfield safety, and prepare the site for the pending SRE building expansion. All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones (RPZ). The property acquisitions will allow the airport to meet this federal requirement for safety. Delaying these projects could impact airport safety and delay future projects.

Purpose/Business Case: To provide for the development of engineering plans for the expansion of the SRE building, for the demolition of an existing fuel facility, and for the land acquisition costs for parcels E88 and E89.

* Denotes a non-standard contract/amendment

Benefit: Will enhance airport safety and prepare the site for future expansion.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Delta County Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project could prompt a citation by the federal compliance inspector, delay future projects, and affect the receipt of future grants for this airport.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49829.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2008-0311) between MDOT and the Alpena County Board of Commissioners will provide federal and state grant funds for the construction of storm drainage improvements and hangar area infrastructure, the removal of wildlife habitat, and the conduct of an approach survey and analysis at the Alpena County Regional Airport in Alpena, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$785,500. Source of Funds: FAA Funds - \$746,225; State Bond Funds - \$19,637; Alpena County Funds - \$19,638.

Criticality: This project will serve to enhance aeronautical safety by reducing existing wildlife habitat hazards and improving the storm drainage system. The approach analysis will facilitate an accurate survey of obstructions with elevation and locations of potential obstructions in the runway approaches. The survey will determine if obstructions and trees should be removed or trimmed. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for the construction of storm drainage improvements and hangar area infrastructure, for wildlife habitat removal, and for the conduct of an approach survey and analysis.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Alpena County Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The drainage improvements and wildlife habitat removal was bid through MDOT and awarded to the lowest bidder. There were eight bidders. The construction for the hangar area infrastructure was bid locally and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49707.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Equipment Purchase and Land Acquisition
Contract (2008-0312) between MDOT and the Kent County Aeronautics Board (KCAB) will provide federal and state grant funds for the purchase of an aircraft rescue and fire fighting (ARFF) vehicle and glycol collection unit and for reimbursement of land acquisition costs for parcels 72, 73, 74, 75, 79, 81, 93, 94, 1000, and 1003 at the Gerald R. Ford International Airport in Grand Rapids, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,810,000. Source of Funds: FAA Funds - \$3,619,500; State Restricted Aeronautics Funds - \$95,250; KCAB Funds - \$95,250.

Criticality: The replacement ARFF vehicle will increase airport safety by more efficiently extinguishing fires. The glycol collection unit is a mobile unit used for recovering de-icing fluid from the airport pavement. Delaying this equipment order would delay essential emergency services to the airport. The airport will be reimbursed for funds expended to purchase various parcels needed for airport use. All land acquisitions are federally mandated to meet FAA safety requirements by controlling the runway protection zones (RPZ). The property acquisitions will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the replacement of the existing ARFF vehicle, the purchase of a new glycol collection unit, and reimbursement of funds to the airport sponsor for parcels 72, 73, 74, 75, 79, 81, 93, 94, 1000, and 1003.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% KCAB Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The project will be let locally and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49512.

9. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvements and Acquisition of Land

Contract (2008-0314) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for the reimbursement of land acquisition costs for parcel 44, for the design for the relocation of navigational aids (phase 1), and for the construction of utilities for the new terminal building (phase 1) at the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,611,500. Source of Funds: FAA Funds - \$1,530,925; State Restricted Aeronautics Funds - \$40,287; MBS International Airport Commission Funds - \$40,288.

Criticality: This project will allow the airport to continue to provide basic services. The existing terminal does not have the capacity to meet current needs. Each part of the project is a prerequisite for the construction of a new terminal with increased capacity for passenger operations and services.

Purpose/Business Case: To provide for the reimbursement of funds to the airport for land acquisition costs for parcel 44, for design services for the relocation of navigational aids (phase 1), and for the construction of utilities for the new terminal building (phase 1).

Benefit: This project will bring the airport into compliance with current FAA standards and improve safety for air passengers and people on the ground.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% MBS International Airport Commission Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction will be let locally and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48623.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2008-0316) between MDOT and the Gogebic County Board of Commissioners will provide federal and state grant funds for the construction of terminal apron aircraft parking pads and for airport crack sealing at the Gogebic-Iron County Airport in Ironwood, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$130,000. Source of Funds: FAA Funds (via block grant) - \$104,000; State Bond Funds - \$22,750; Gogebic County Funds - \$3,250.

Criticality: The apron aircraft parking pad project will increase aircraft and facility safety by providing durable rut-resistant concrete pavement pads for parking for heavier aircraft. The pads will eliminate problems the airport is currently having during periods of hot, sunny weather when the asphalt softens and ruts form due to the point load weight of parked aircraft landing gear. The crack sealing project will slow deterioration of airside pavements and extend the life of the pavement, which will maximize the return on investment and delay costly repairs and rehabilitation. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the construction of terminal apron parking pads and for airport crack sealing.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Gogebic County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction for crack sealing was bid through MDOT and awarded to the lowest bidder. There were eight bidders. The construction for the aircraft parking pads will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49938.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Fuel Facility

Contract (2008-0318) between MDOT and the Delta County Board of Commissioners will provide state grant funds for the construction of a new fuel facility at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through 20 years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of 20 years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$200,000. Source of Funds: State Restricted Aeronautics Funds - \$190,000; Delta County Funds - \$10,000.

Criticality: The existing fuel facility is being demolished to allow for the expansion of a snow removal equipment building. The new facility will be relocated to another site.

Purpose/Business Case: To provide for the construction of a new fuel facility.

Benefit: Will allow for future expansion at the airport.

Funding Source: 95% State Restricted Aeronautics Funds and 5% Delta County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local government cannot afford the cost with state participation.

Cost Reduction: The construction will be let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49829.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0319) between MDOT and the Mackinac County Board of Commissioners will provide federal and state grant funds for the land acquisition costs for parcel E15 and for the update of the Exhibit A property map at the Mackinac County Airport in St. Ignace, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$53,000. Source of Funds: FAA Funds (via block grant) - \$42,400; State Bond Funds - \$9,275; Mackinac County Funds - \$1,325.

Criticality: An updated Exhibit A property map is required prior to receiving FAA entitlement funds for airport improvement projects. All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones. The property acquisition will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the update of the Exhibit A property map and for the land acquisition costs for parcel E15. The acquisition costs will include parcel and closing costs.

Benefit: Will enhance airport safety and allow the airport to comply with FAA requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Mackinac County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49781.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Building

Contract (2008-0320) between MDOT and the Schoolcraft County Board of Commissioners will provide federal and state grant funds for the design of a building to store snow removal equipment (SRE) at the Schoolcraft County Airport in Manistique, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$26,000. Source of Funds: FAA Funds (via block grant) - \$20,800; State Bond Funds - \$4,550; Schoolcraft County Funds - \$650.

Criticality: The SRE building will provide a facility for storing and maintaining the airport's equipment, in accordance with FAA standards.

Purpose/Business Case: To provide for the development of engineering plans for the construction of an SRE building.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Schoolcraft County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49854.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2008-0322) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for the design of taxiway B and terminal apron improvements, the design and construction of a sand storage building, and the reimbursement of land acquisition costs for parcels 68, 71, 79, and 81 at the Bishop International Airport in Flint, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,711,609. Source of Funds: FAA Funds - \$2,576,029; State Restricted Aeronautics Funds - \$67,790; BIAA Funds - \$67,790.

Criticality: The taxiway design and the terminal apron improvements are essential to create a safer and more efficient airfield system. The sand storage building is needed because currently the sand is stored in another building that has a very small storage area, making it difficult and inefficient to move the sand. In addition, the sand blows around to other parts of the building, reducing safety and increasing maintenance needs. All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones. The property acquisition will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the design of taxiway B and terminal apron improvements, the design and construction of a sand storage building, and the reimbursement of land acquisition costs for parcels 68, 71, 79, and 81.

Benefit: Will enhance airport safety and allow the airport to comply with FAA regulations.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% BIAA Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction will be let locally and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48507.

15. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvements and Purchase of Equipment

Contract (2008-0323) between MDOT and the City of Charlevoix will provide federal and state grant funds for building demolition and site clearing, installation of fencing, and airport crack sealing and paint marking and for the purchase of snow removal equipment (sand spreader hopper, tractor, and loader sweeper attachment) at the Charlevoix Municipal Airport in Charlevoix, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$425,400. Source of Funds: FAA Funds - \$404,130; State Restricted Aeronautics Funds - \$10,635; City of Charlevoix Funds - \$10,635.

Criticality: The building demolition and site clearing is critical to the airport's effort to meet the FAA grant conditions (specifically the FAA requirement that airport-held property within the runway protection zone to be clear of fixed objects). The fencing will provide airport safety and security by keeping unauthorized people and animals from accessing the airport property. The FAA requires that airport pavements be properly marked and pavement cracks be sealed. Sealing of the cracks extends the life of the pavement and reduces future repairs and costly rehabilitation. The purchase of the snow removal equipment will increase safety margins for aeronautical operations by providing a more effective means of removing snow. This equipment is essential in maintaining safe winter access at the airport. Delaying these projects could impact airport safety.

Purpose/Business Case: To provide for the demolition of a building, site clearing, installation of fencing, and airport crack sealing and paint marking and for the purchase of snow removal equipment (sand spreader hopper, tractor, and loader sweeper attachment).

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Charlevoix Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The fencing will be bid through MDOT and awarded to the lowest bidder. The snow removal equipment will be bid locally and awarded to the lowest bidder. The crack sealing and paint marking were bid through MDOT and awarded to the lowest bidders. There were eight bidders for crack sealing and four bidders for paint marking. All consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49720.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements and Acquisition of Land

Contract (2008-0324) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the relocation of a road and county drain, the installation of perimeter fencing, the extension of runway 28L (phase II), the update of the Exhibit A property map, and the land acquisition costs for parcels 211, 212, 220, and 222 at the Capital Region International Airport (formerly Capital City Airport) in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$9,887,247. Source of Funds: FAA Funds - \$9,392,885; State Restricted Aeronautics Funds - \$247,181; CRAA Funds - \$247,181.

Criticality: The current project is phase II of a multi-phase runway extension project that will include the extension of runway 28L to 8,500 feet. Delaying the project could impact the operational safety of the airport.

Purpose/Business Case: To provide for the relocation of a road and county drain, the installation of perimeter fencing, the extension of runway 28L (phase II), the update of the Exhibit A property map, and the land acquisition costs for parcels 211, 212, 220, and 222.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% CRAA Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders for the perimeter fencing; there were nine bidders for the road and county drain relocation and the runway extension (phase II). The consultant contract for the land acquisition costs was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48906.

17. *AERONAUTICS AND FREIGHT (Freight) - Increase Maximum IDS Contract Amount

Amendatory Contract (92-2352/A10) between MDOT and the Indiana Northeastern Railroad Company (INRC) will increase the maximum amount of the indefinite delivery of services (IDS) contract by \$100,000 to allow additional property management activities to be authorized. The original contract provides for INRC to perform property management services, including normal and emergency repairs and improvements on the property, as authorized by MDOT, on the state-owned railroad line operated by INRC in Hillsdale and Branch Counties. The revised maximum IDS contract amount will be \$1,200,000. The contract term remains unchanged, from January 6, 1993, until both of the following have occurred: (1) written notice of the termination of the contract has been provided to INRC by MDOT not less than 60 days before the date of the termination, and (2) a sale or lease is executed, as provided in Section 10(3)(e) of the State Transportation Preservation Act, PA 295 of 1976, as amended by PA 235 of 1998. Source of Funds: 100% State Restricted Comprehensive Transportation Funds.

Criticality: The estimated cost of work needed to replace a failing culvert and stabilize a bridge slope exceeds the remaining expenditure authority currently available under the contract. Failing to make these critical repairs could result in failure of the culvert and/or bridge, failure of the track structure, personal injury, property damage, and/or discontinuation of rail service.

Purpose/Business Case: To increase the maximum IDS contract amount by \$100,000 to allow additional property management activities to be authorized. Additional expenditure authority is needed for normal and emergency repairs and improvements on the state-owned railroad property on which INRC operates.

Benefit: Increasing the expenditure authority will allow MDOT to take timely and appropriate action to address current and future infrastructure needs.

Funding Source: 100% State Restricted Comprehensive Transportation Funds.

Commitment Level: The contract requires all proposed repair/improvement projects to be reviewed and approved and specific dollar amounts to be authorized by MDOT.

Risk Assessment: Inability to take appropriate and timely action in addressing critical infrastructure needs could result in personal injury, property damage, and/or discontinuation of rail service.

Cost Reduction: The contract requires INRC to perform the work itself on a force account basis or to secure competitive bids.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

18. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (82099-103618) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (CR) will provide funding for the installation of flashing-lights signals, half-roadway gates, and all necessary appurtenances at the highway-railroad grade crossing of Lonyo Road in the city of Detroit, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the city of Detroit and approved on November 7, 2007. The project cost is estimated at \$172,807.40. Source of Funds: Federal Highway Administration (FHWA) Funds - \$103,684.44; FY 2008 State Restricted Trunkline Funds - \$69,122.96.

Criticality: In October 2007, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists. An administrative order has been issued mandating that CR make the safety enhancements.

Purpose/Business Case: To provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of CR with Lonyo Road in Detroit, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Detroit, CR, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$103,684.44; FY 2008 State Restricted Trunkline Funds- \$69,122.96.

Commitment Level: The authorization amount is based on CR's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by CR on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CR and the City of Detroit.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48210.

19. *AERONAUTICS AND FREIGHT (Freight) - Increase Services and Amount

Amendatory Contract (2007-0753/A1) between MDOT, the Southeast Michigan Council of Governments (SEMCOG), and CSX Transportation, Inc. (CSXT) will provide for the retrofit of two additional diesel switcher locomotives using Generator Set (GENSET) technology and will increase the contract amount by \$2,240,000 in federal funding and \$560,000 in local funding. The original contract provides funding for the retrofit of two diesel switcher engines under the FY 2007 Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The switcher engines will be used exclusively in the Rougemere Rail Yard in Dearborn, Michigan. The retrofitted engines will reduce emissions and noise levels, improving the quality of life in the surrounding communities. This project will also move the region closer to attaining its air quality goals. The project will be funded at 80 percent federal and 20 percent local funding. Fifty percent of the federal funding will be from MDOT's CMAQ allocation, and fifty percent will be from SEMCOG's CMAQ allocation. The revised contract amount will be \$5,600,000. The contract term remains unchanged, from September 18, 2007, until the last obligation between the parties has been fulfilled. Source of Funds: FY 2007 and FY 2008 FHWA Funds - \$4,480,000; CSXT Funds - \$1,120,000.

Criticality: The FHWA is providing CMAQ funding to be used in FY 2008 for this project. The amendment must be awarded this fiscal year or the funding will be lost.

Purpose: To re-power two diesel switching locomotives using GENSET technology for the Rougemere Rail Yard in Dearborn, Michigan.

Benefit: Will improve air quality in the Metropolitan Detroit area, which has requirements for ozone, carbon dioxide, and fine particulates under the United States Environmental Protection Agency's ambient air quality standards.

Funding Source: FY 2007 and FY 2008 FHWA-MDOT CMAQ Funds - \$2,240,000; FY 2007 and FY 2008 FHWA-SEMCOG CMAQ Funds - \$2,240,000; CSXT Funds - \$1,120,000.

Commitment Level: The contract amount is based on an estimate; however, payment will be based on actual costs, not to exceed the contract amount.

Risk Assessment: If this project is not undertaken, MDOT will lose over \$2,000,000 in FY 2008 CMAQ funding, and emissions at the Dearborn rail yard will not be improved.

Cost Reduction: Eligible costs will be reimbursed only after the project is complete. Ongoing maintenance will be the responsibility of CSXT.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48120.

20. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan

Contract (2008-0325) between MDOT and the Chippewa County Road Commission is a state infrastructure bank (SIB) loan to assist the county in financing transportation infrastructure improvements for the reconstruction of the 6 Mile Road Bridge. The loan will allow the Chippewa County Road Commission to remove and reconstruct the 6 Mile Road Bridge over the Waishkey River. The work items will include the reconstruction of the bridge approaches, the placement of hot mix asphalt, and the installation of guardrail. The project will improve motorist and pedestrian safety. 6 Mile Road is a direct route from Sault Ste. Marie to the Bay Mills Indian Community and provides access to a health center, police department, and educational and gaming facilities. MDOT will loan \$597,000 at three percent interest to the Chippewa County Road Commission. The contract will be in effect from the date of award through December 31, 2009. Source of Funds: SIB Loan Funds - \$597,000.

Criticality: The SIB program is a federally-seeded loan program (not a grant program). Activities for which loans can be made are restricted by federal regulation as established in Section 350 of the National Highway System Designation Act of 1995. These funds cannot be expended on other state activities.

Purpose/Business Case: To provide an SIB loan to the Chippewa County Road Commission for the reconstruction of the 6 Mile Road Bridge over the Waishkey River.

Benefit: Will provide a safe route for vehicles and pedestrians. This project will be performed in conjunction with an MDOT project located nearby along M-28. Coordinated detour routes will be established to save time and costs.

Funding Source: SIB Loan Funds - \$579,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the Chippewa County Road Commission does not receive the loan, the project could be delayed, and an opportunity could be lost to coordinate this project with the MDOT project on M-28, which could result in higher costs for traffic control and detour routes and longer periods of traffic disruption for motorists.

Cost Reduction: The loan only covers costs not available from other sources.

New Project Identification: Reconstruction of the 6 Mile Road Bridge over the Waishkey River.

Zip Code: 48503.

21. *HIGHWAYS - Renewal/Extension

Amendatory Contract (2001-0185/A11) between MDOT and the URS Corporation Great Lakes will renew the contract and extend the contract term by approximately two years. The original contract, which expired on December 31, 2007, provided for the design of I-375 from Gratiot Avenue to Jefferson Avenue and of Jefferson Avenue from Beaubien Street to east of I-375 in Wayne County (CS 82111 - JN 47592). The revised contract term will be from May 10, 2001, through December 31, 2007, and from the date of award of this amendment through July 1, 2010. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The contract amount remains unchanged at \$7,020,586.59. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This design project is on indefinite hold. Much design work has been accomplished, and this amendment will extend the contract in the event the consultant is needed to resume design work or provide requested information with regard to this project.

Purpose/Business Case: To renew the contract and extend the contract term to keep the consultant available in the event the consultant is needed to resume design work or provide requested information with regard to this project, which is currently on hold. The project provides for the design of I-375 from Gratiot Avenue to Jefferson Avenue and of Jefferson Avenue from Beaubien Street to east of I-375 in Wayne County. The purpose of the project is to improve access to I-375 from the Detroit riverfront area.

Benefit: This amendment will extend the contract to provide for the necessary resources for future design and information should they become necessary.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, the consultant might not be available to continue with the design of the project and/or to provide requested information on the project if needed in the future.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

22. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z15/R2) under Contract (2004-0571) between MDOT and Alfred Benesch & Company will provide for the performance of additional design services, will increase the authorization amount by \$123,642.14, and will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional services will include design revisions for the I-196 corridor upgrade in Grand Rapids. The original authorization provides for design services to be performed for the replacement of the College Avenue structure over I-196 in Kent County, including widening for additional lanes and associated approach work (CS 41027 – JN 85289C). The revised authorization term will be from February 9, 2006, through September 9, 2007, and from March 6, 2008, through September 8, 2009. The revised authorization amount will be \$507,431.70. The contract term will be September 9, 2004, through September 8, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The design of this economic stimulus project needs to be revised because of changing circumstances. This project is scheduled to be let in August 2008.

Purpose/Business Case: To provide for the performance of additional design services, increase the authorization amount by \$123,642.14, and extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional services will include design revisions for the I-196 corridor upgrade in Grand Rapids.

Benefit: Will allow the consultant to complete the design services.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the design services.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49505.

23. HIGHWAYS - Time Extension

Amendatory Contract (2005-0058/A3) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by one year and eight months to provide sufficient time for the consultant to final out the project. The original contract provides for the performance of full construction engineering services for US-12 (Michigan Avenue) from Livernois Avenue to I-94 in the cities of Detroit and Dearborn, Wayne County (CS 82062 - JN 59881A). The revised contract term will be March 4, 2005, through April 1, 2010. The contract amount remains unchanged at \$2,033,213.29. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: It is critical that this time extension be approved at this time to allow the continuation of services for the final construction phase. The original contract will expire on August 1, 2008. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by one year and eight months to provide sufficient time for the consultant to complete the services.

Benefit: Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: Failure to provide the services outlined could result in the loss of federal funds and be contrary to state policy and regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48210.

24. HIGHWAYS - Time Extension

Amendatory Contract (2005-0220/A5) between MDOT and Michigan Technological University will extend the contract term by approximately seven months to provide sufficient time for the university to complete the project. The additional time will allow the university to successfully complete the cost evaluation and the implementation strategy, two critical elements of this study. The original contract provides for the performance of a study of the applications of restricted use technology for the transportation sector. The project work includes (1) investigation of the uses of restricted use technology and data to help solve transportation-related issues and (2) conversion of secured data resources into an unsecured usable format to be applied against eight transportation topic areas. The revised contract term will be July 25, 2005, through May 29, 2009. The contract amount remains unchanged at \$2,921,690. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Criticality: MDOT's project study team, in conjunction with the Michigan Technological Research Institute, evaluated the initial timelines and determined that the current expiration date of October 31, 2008, will not provide sufficient time for the university to complete the critical cost evaluation and implementation strategy portions of this study. The project team's original preliminary time line didn't account for the complexity of tasks.

Purpose/Business Case: To provide sufficient time for the university to complete the cost evaluation and implementation strategy. The validation of these tools is the primary objective of this phase of the project.

Benefit: The project will help MDOT to solve transportation-related issues and to achieve its mission to provide the highest quality integrated transportation service for economic benefit and improved quality of life.

Funding Source: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, MDOT could miss the opportunity to make integrated transportation services more efficient and to increase economic benefits. Federally earmarked funds for this project could be forfeited.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: N/A for amendment; qualifications based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48105.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2006-0587) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for bridge project scoping services, including the development of repair recommendations, to be performed for bridge structures within the Metro Region (CS 82122 - JN 102854). The work items will include site reviews, engineering analyses of field site review findings, and report preparation. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$208,433.73. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the scoping of structures within the Metro Region to determine bridge repair alternatives. Many of the structures are in poor condition and in need of rehabilitation. Approval to rehabilitate a structure requires submission of a detailed scope of work and a cost estimate. Traffic control for projects of this type is required prior to the winter months and prior to the following year's construction season to ensure the availability of the traffic control provider. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This authorization will provide for the detailed inspections of bridge structures within the Metro Region identified as being in poor condition and the development of a detailed scope of work for each structure, including an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in MDOT's Five Year Plan. The project reports will include detailed descriptions of conditions, identification of necessary repairs, and cost estimates for rehabilitation.

Benefit: Will provide clear assessments of bridge conditions and recommendations for rehabilitation to ensure continued in-service safety and proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the structures will continue to deteriorate, and it could become necessary to perform emergency repairs or to place load restrictions on the structures.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project is for the inspection of existing bridges in the Metro Region.

Zip Code: 48075.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2007-0303) between MDOT and Spalding DeDecker Associates, Inc., will provide for bridge project scoping services, including the development of repair recommendations, to be performed for bridge structures within the Metro Region (CSs 63022 and 82023 - JN 102859). The work items will include site reviews, engineering analyses of field site review findings, and report preparation. The authorization will be in effect from the date of award through October 3, 2009. The authorization amount will be \$113,202.26. The contract term is October 4, 2006, through October 3, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the scoping of structures within the Metro Region to determine bridge repair alternatives. Many of the structures are in poor condition and in need of rehabilitation. Approval to rehabilitate a structure requires submission of a detailed scope of work and a cost estimate. Traffic control for projects of this type is required prior to the winter months and prior to the following year's construction season to ensure the availability of the traffic control provider. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This authorization will provide for the detailed inspections of bridge structures within the Metro Region identified as being in poor condition and the development of a detailed scope of work for each structure, including an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in MDOT's Five Year Plan. The project reports will include detailed descriptions of conditions, identification of necessary repairs, and cost estimates for rehabilitation.

Benefit: Will provide clear assessments of bridge conditions and recommendations for rehabilitation to ensure continued in-service safety and proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the structures will continue to deteriorate, and it could become necessary to perform emergency repairs or to place load restrictions on the structures.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project is for the inspection of existing bridges in the Metro Region.

Zip Code: 48075.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2007-0305) between MDOT and Eagle Consultant Engineering, LLC, will provide for construction administration services to be performed for local agency projects throughout the Metro Region on an as-needed basis. MDOT is required to administer federal funds for local agency projects. The consultant will provide assistance in the inspection and oversight of local agency projects to ensure that federal regulations are followed. The authorization will be in effect from the date of award through October 17, 2009. The authorization amount will be \$179,918.43. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Construction administration services are required by federal law during the construction of local agency projects. The current authorization for this service will expire on July 31, 2008. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction administration services to be performed for local agency projects throughout the Metro Region on an as-needed basis.

Benefit: Will provide for construction administration services to be performed that are required by federal law during the construction of local agency projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If these services are not approved, local agency projects will lack adequate construction administration, which could result in substandard work. Current federal standards will not be met, and federal funding could be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48216.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2007-0425) between MDOT and U.P. Engineers and Architects, Inc., will provide for design services to be performed for the historical reconstruction of US-41 northbound (Sheldon Avenue) from Franklin Street to Bridge Street in the city of Houghton, Houghton County (CS 31051 - JN 102996C). The work items will include the historically accurate reconstruction of a brick street, period lighting, and sidewalks. The City of Houghton is funding the replacement of its water and sanitary sewer facilities and a large portion of the costs of the US-41 northbound street reconstruction. The authorization will be in effect from the date of award through March 6, 2010. The authorization amount will be \$300,770. The contract term is March 7, 2007, through March 6, 2010. Source of Funds: 33% Federal Highway Administration Funds and 67% State Restricted Trunkline Funds.

Criticality: The historical reconstruction of US-41 northbound (Sheldon Avenue) in the city of Houghton is being funded at 64.5 percent City of Houghton Funds, 22.5 percent Federal Transportation Enhancement Funds, and 13 percent MDOT Funds. A significant portion of the City of Houghton's funds need to be expended in FY 2009; therefore, this project is slated for 2009 construction. As a result, this authorization for design services cannot be deferred until a later State Administrative Board Agenda.

Purpose/Business Case: To provide for design services to be performed for the historical reconstruction of US-41 northbound (Sheldon Avenue) from Franklin Street to Bridge Street in the city of Houghton, Houghton County.

Benefit: By undertaking this project at this time, MDOT will gain the complete reconstruction of a half mile of urban trunkline for a fraction of the actual cost. By partnering with the City of Houghton, MDOT will also help the City to beautify and increase the economic vitality of its downtown area.

Funding Source: 33% Federal Highway Administration Funds and 67% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the design services are not performed at this time, the project cannot be constructed in FY 2009, and MDOT will risk losing the City of Houghton's significant proposed investment in the reconstruction of this portion of the state trunkline.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49931.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z21) under Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for bridge project scoping services, including the development of repair recommendations, to be performed for bridge structures within the Metro Region (CSs 50111, 50112, and 82025 - JN 102858). The work items will include site reviews, engineering analyses of field site review findings, and report preparation. The authorization will be in effect from the date of award through March 22, 2010. The authorization amount will be \$150,000. The contract term is March 23, 2007, through March 22, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the scoping of structures within the Metro Region to determine bridge repair alternatives. Many of the structures are in poor condition and in need of rehabilitation. Approval to rehabilitate a structure requires submission of a detailed scope of work and a cost estimate. Traffic control for projects of this type is required prior to the winter months and prior to the following year's construction season to ensure the availability of the traffic control provider. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This authorization will provide for the detailed inspections of bridge structures within the Metro Region identified as being in poor condition and the development of a detailed scope of work for each structure, including an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in MDOT's Five Year Plan. The project reports will include detailed descriptions of conditions, identification of necessary repairs, and cost estimates for rehabilitation.

Benefit: Will provide clear assessments of bridge conditions and recommendations for rehabilitation to ensure continued in-service safety and proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the structures will continue to deteriorate, and it could become necessary to perform emergency repairs or to place load restrictions on the structures.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project is for the inspection of existing bridges in the Metro Region.

Zip Code: 48075.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2007-0588) between MDOT and Bergmann Associates, Inc., will provide for bridge project scoping services, including the development of repair recommendations, to be performed for bridge structures within the Metro Region (CS 84917 - N 102856). The work items will include site reviews, engineering analyses of field site review findings, and report preparation. The authorization will be in effect from the date of award through June 18, 2010. The authorization amount will be \$150,000. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the scoping of structures within the Metro Region to determine bridge repair alternatives. Many of the structures are in poor condition and in need of rehabilitation. Approval to rehabilitate a structure requires submission of a detailed scope of work and a cost estimate. Traffic control for projects of this type is required prior to the winter months and prior to the following year's construction season to ensure the availability of the traffic control provider. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This authorization will provide for the detailed inspections of bridge structures within the Metro Region identified as being in poor condition and the development of a detailed scope of work for each structure, including an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in MDOT's Five Year Plan. The project reports will include detailed descriptions of conditions, identification of necessary repairs, and cost estimates for rehabilitation.

Benefit: Will provide clear assessments of bridge conditions and recommendations for rehabilitation to ensure continued in-service safety and proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the structures will continue to deteriorate, and it could become necessary to perform emergency repairs or to place load restrictions on the structures.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project is for the inspection of existing bridges in the Metro Region.

Zip Code: 48075.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z38) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for the maintenance of traffic plans related to the rehabilitation of 42 bridges along the I-696 corridor in Oakland County (CS 63102 - JN 89883C). Associated bridge design work and the related road design work are being performed by MDOT design staff. The work items include the preparation of staging plans and traffic signal plans, as well as coordination with the MDOT design staff. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$152,816.16. The contract term is from October 1, 2007, through September 30, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: MDOT design staff is currently designing the rehabilitation of 42 bridges along the I-696 corridor in Oakland County. The consultant will design the maintenance of traffic plans for the construction of the project. It is critical that the consultant services be approved on this agenda so the services can be completed in time to be included in the design package for the construction letting. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design services for the maintenance of traffic plans related to the rehabilitation of 42 bridges along the I-696 corridor in Oakland County.

* Denotes a non-standard contract/amendment

Benefit: Maintenance of traffic plans are a required part of a construction plan set. They provide the contractor with the tools to conduct a safe and effective work zone for both the construction workers and motorists.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If maintenance of traffic plans are not prepared, the bridge rehabilitation plan set will not be complete and the project will not be let, which will result in significant delays to the project.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48034.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2008-0007) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for as-needed warranty inspection services to be performed within the Metro Region (CS 84917 - JNs 102458A, 102459A, and 102461A). The work items include the performance of field inspections, obtaining permits for lane closures, determination of locations for appropriate warranty inspection, assessment of defects, and documentation of results. The authorization will be in effect from the date of award through October 29, 2010. The authorization amount will be \$403,706.16. The contract term is October 30, 2007, through October 29, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide for necessary warranty inspection services to be performed for the Metro Region for the 2008 and 2009 construction years. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed consultant warranty inspection services to be performed within the Metro Region.

Benefit: This authorization will provide for warranty inspection services to be performed across the Metro Region that will promote consistency and ensure timely reaction to contract warranty follow-up.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the warranty inspection services are not performed, MDOT will not know if contractors are meeting their warranty obligations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2008-0026) between MDOT and DLZ Michigan, Inc., will provide for as-needed traffic and safety work zone inspection services to be performed in the Southwest Region. The work items include inspection, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through November 5, 2010. The authorization amount will be \$179,127.66. The contract term is November 6, 2007, through November 5, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Accident rates tend to be higher in work zones than in non-work zones due to congestion and driver unfamiliarity. In order to minimize accidents in work zones, it is imperative that the region's work zones are set up properly and that they convey clear and consistent messages to drivers across the region. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed traffic and safety work zone inspection services to be performed in the Southwest Region.

Benefit: These inspection services are required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation on these construction projects and a reduced quality of work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0029) between MDOT and L. S. Engineering, Inc., will provide for construction inspection and testing services to be performed for road and bridge rehabilitation on M-44 (East Beltline Avenue) over I-96 and over the Mid-Michigan Railroad, Inc., tracks and on M-37 (Alpine Avenue) over I-96, Kent County (CS 41025, 41026, and 41051 - JN 82763A). The work items include inspection, quality assurance testing and reporting, measurement, computation, documentation of quantities, reporting and record-keeping, and finaling of all project documentation. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$125,929.89. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction inspection and testing services to be performed for road and bridge rehabilitation on M-44 (East Beltline Avenue) over I-96 and over the Mid-Michigan Railroad, Inc., tracks and on M-37 (Alpine Avenue) over I-96, Kent County.

Benefit: Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a not new project.

Zip Code: 49504.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0108) between MDOT and NTH Consultants, Ltd., will provide for bridge project scoping services, including the development of repair recommendations, to be performed for bridge structures within the Metro Region (CS 82122 - JN 102855). The work items will include site reviews, engineering analyses of field site review findings, and report preparation. The authorization will be in effect from the date of award through January 23, 2011. The authorization amount will be \$232,378.80. The contract term is January 24, 2008, through January 23, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the scoping of structures within the Metro Region to determine bridge repair alternatives. Many of the structures are in poor condition and in need of rehabilitation. Approval to rehabilitate a structure requires submission of a detailed scope of work and a cost estimate. Traffic control for projects of this type is required prior to the winter months and prior to the following year's construction season to ensure the availability of the traffic control provider. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This authorization will provide for the detailed inspections of bridge structures within the Metro Region identified as being in poor condition and the development of a detailed scope of work for each structure, including an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in MDOT's Five Year Plan. The project reports will include detailed descriptions of conditions, identification of necessary repairs, and cost estimates for rehabilitation.

Benefit: Will provide clear assessments of bridge conditions and recommendations for rehabilitation to ensure continued in-service safety and proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the structures will continue to deteriorate, and it could become necessary to perform emergency repairs or to place load restrictions on the structures.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project is for the inspection of existing bridges in the Metro Region.

Zip Code: 48075.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0168) between MDOT and HNTB Michigan, Inc., will provide for bridge project scoping services, including the development of repair recommendations, to be performed for bridge structures within the Metro Region (CSs 50061 and 63103 - JN 102857). The work items will include site reviews, engineering analyses of field site review findings, and report preparation. The authorization will be in effect from the date of award through March 3, 2011. The authorization amount will be \$140,234.61. The contract term is March 4, 2008, through March 3, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the scoping of structures within the Metro Region to determine bridge repair alternatives. Many of the structures are in poor condition and in need of rehabilitation. Approval to rehabilitate a structure requires submission of a detailed scope of work and a cost estimate. Traffic control for projects of this type is required prior to the winter months and prior to the following year's construction season to ensure the availability of the traffic control provider. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This authorization will provide for the detailed inspections of bridge structures within the Metro Region identified as being in poor condition and the development of a detailed scope of work for each structure, including an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in MDOT's Five Year Plan. The project reports will include detailed descriptions of conditions, identification of necessary repairs, and cost estimates for rehabilitation.

Benefit: Will provide clear assessments of bridge conditions and recommendations for rehabilitation to ensure continued in-service safety and proper management of the Metro Region bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the structures will continue to deteriorate, and it could become necessary to perform emergency repairs or to place load restrictions on the structures.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project is for the inspection of existing bridges in the Metro Region.

Zip Code: 48075.

37. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5193) between MDOT and the Allegan County Road Commission will provide for funding participation in the following improvements:

Guardrail replacement work on approaches within 300 feet of structure S05 of 03034, which carries 140th Avenue over Highways I-196 and US-31.

Estimated Funds:

State Restricted Trunkline Funds	\$20,600
Allegan County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$20,600</u>

M 03034 – 103144

Local Letting

Criticality: This contract is for work scheduled to be let by Allegan County in June 2008 as part of a larger guardrail replacement project. Delaying this project would delay the county's project and adversely affect roadway safety.

Purpose/Business Case: To upgrade the existing guardrail.

Benefit: Increased safety.

Funding Source: State Trunkline and Bridge Construction Funds and Allegan County Road Commission Funds.

Commitment Level: 100% state funds up to \$20,600 and the balance by Allegan County Road Commission.

Risk Assessment: Without this contract, deteriorated guardrail may provide unsafe conditions.

Cost Reduction: Low bid by Allegan County Road Commission; MDOT share capped at \$20,600.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49423.

38. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5243) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

PART A

Hot mix asphalt paving work along Black River Road from approximately 0.62 miles north of Copper Peak Road northerly 0.50 miles, including base crushing and shaping, aggregate shoulder, culvert replacement, and traffic control work.

PART B

Hot mix asphalt paving work along Airport Road from Windsock Lane to Black River Road, including base crushing and shaping, aggregate shoulder, culvert replacement, and traffic control work.

PART C

Hot mix asphalt paving work along Johnson Road from Harding Road southerly 0.62 miles, including base crushing and shaping, aggregate shoulder, culvert replacement, and traffic control work.

PART D

Hot mix asphalt paving work along West Cisco Lake Road from approximately 0.60 miles south of Highway US-2 southerly 0.61 miles, including base crushing and shaping, aggregate shoulder, culvert replacement, and traffic control work.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>
Federal Highway Administration Funds	\$61,800	\$46,500	\$74,100
Gogebic County Road Commission Funds	<u>\$15,400</u>	<u>\$11,600</u>	<u>\$18,500</u>
Total Funds	<u>\$77,200</u>	<u>\$58,100</u>	<u>\$92,600</u>

	<u>PART D</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$74,400	\$256,800
Gogebic County Road Commission Funds	<u>\$18,600</u>	<u>\$ 64,100</u>
Total Funds	<u>\$93,000</u>	<u>\$320,900</u>

STL 27027 – 52888; STL 27066 – 54653; STL 27029 – 78900; STL 27079 - 83474
Local Force Account

Criticality: Rehabilitation of these roadways is necessary to prevent failure of the pavement. Delaying these projects would adversely affect roadway safety.

Purpose/Business Case: To preserve and extend the life of the roadways.

Benefit: Will improve and extend the life of the roadways.

Funding Source: Federal Surface Transportation Program Funds and Gogebic County Road Commission Funds.

Commitment Level: 80% federal, 20% Gogebic County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 49938.

39. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5250) between MDOT and the City of Charlotte will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Shepherd Street from State Street to Cochran Avenue (Highway M-50).

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$499,000, which is met in part by the \$169,000 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$1,996,000
City of Charlotte Funds	<u>\$ 169,000</u>
Total Funds	<u>\$2,165,000</u>

EDA 23555 – 103538; Eaton County
Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities. Delaying this project would adversely affect Michigan's economy.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Charlotte Funds.

Commitment Level: 93% state up to \$1,996,000 and the balance by the City of Charlotte; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48813.

40. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5252) between MDOT and the Osceola County Road Commission will provide for participation in the following improvements:

Culvert reconstruction, culvert extension, and guardrail upgrading work at 220th Avenue over the east branch of the Hersey River.

Estimated Funds:

Federal Highway Administration Funds	\$74,800
Osceola County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,500</u>

STH 67609 - 87740
Local Force Account

Criticality: This work is intended to prevent flooding of the project area and protect vehicular traffic. Delaying this project could result in the forfeiture of federal funding and adversely affect the safety of motorists.

Purpose/Business Case: To improve drainage and enhance roadside safety.

Benefit: Improved drainage and increased roadside safety.

Funding Source: Federal Surface Transportation Program Funds and Osceola County Road Commission Funds.

Commitment Level: 80% federal, 20% Osceola County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49677.

41. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5256) between MDOT and the Osceola County Road Commission will provide for participation in the following improvements:

Culvert reconstruction, culvert extension, and guardrail upgrading work at 200th Avenue over Lincoln Creek.

Estimated Funds:

Federal Highway Administration Funds	\$74,900
Osceola County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,600</u>

STH 67609 - 87603
Local Force Account

Criticality: This work is intended to prevent flooding of the project area and protect vehicular traffic. Delaying this project could result in the forfeiture of federal funding and adversely affect the safety of motorists.

Purpose/Business Case: To improve drainage and enhance roadside safety.

Benefit: Improved drainage and increased roadside safety.

* Denotes a non-standard contract/amendment

Funding Source: Federal Surface Transportation Program Funds and Osceola County Road Commission Funds.
Commitment Level: 80% federal, 20% Osceola County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49677.

42. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2008-5259) between MDOT and the City of Gibraltar will provide for participation in the following Transportation Enhancement improvements:

Non-motorized pathway work along North Gibraltar Road from Middle Gibraltar Road northerly to the Humbug Marsh International Wildlife Refuge (Park Street), including hot mix asphalt paving and grading work.

Estimated Funds:

Federal Highway Administration Funds	\$73,575
City of Gibraltar Funds	<u>\$19,025</u>
Total Funds	<u>\$92,600</u>

STE 82457 – 102069; Wayne County
 Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not to be expended on any other activity. If Michigan does not use these funds, they would be made available to other states and Michigan residents would lose out on the benefits afforded by the use of these funds in Michigan. In addition, the agency receiving these funds has already invested significant local dollars into planning and designing this project and is depending on the Transportation Enhancement Activities Funds to construct the project. Delaying this project would adversely impact this agency as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Will provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Gibraltar Funds.

Commitment Level: \$73,575 not to exceed 80% federal and the balance by City of Gibraltar; based on estimate.

Risk Assessment: Without this contract, the City cannot receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 48173.

43. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5263) between MDOT and the Muskegon County Road Commission will provide for participation in the following improvements:

Guardrail upgrading work along Maple Island Road from 128th Street northerly approximately 0.66 miles.

Estimated Funds:

Federal Highway Administration Funds	\$74,682.94
Muskegon County Road Commission Funds	<u>\$18,670.74</u>
Total Funds	<u>\$93,353.68</u>

STH 61609 - 87735
Local Force Account

Criticality: This work is intended to enhance the protection of vehicular traffic. Delaying this project could result in the forfeiture of federal funding and adversely affect the safety of motorists.

Purpose/Business Case: To improve roadside safety.

Benefit: Increased roadside safety.

Funding Source: Federal Surface Transportation Program Funds and Muskegon County Road Commission Funds.

Commitment Level: \$74,682.94 not to exceed 80% federal and the balance by Muskegon County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49457.

44. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5265) between MDOT and the St. Clair County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Highway M-29 from approximately 0.1 miles south of Old River Road to approximately 0.1 miles north of Wills Street.

Estimated Funds:

State Restricted TED Funds	\$1,092,529
St. Clair County Road Commission Funds	<u>\$ 273,171</u>
Total Funds	<u>\$1,365,700</u>

EDA 77522 – 103604
Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and St. Clair County Road Commission Funds.

Commitment Level: 80% state up to \$1,092,529 and the balance by the St. Clair County Road Commission; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48040.

45. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5266) between MDOT and the City of Ironwood will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Greenbush Street from Highway US-2 to Margaret Street.

Estimated Funds:

State Restricted TED Funds	\$175,200
City of Ironwood Funds	\$ 58,500
Total Funds	<u>\$233,700</u>

EDF 27522 – 103603; Gogebic County
Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Ironwood Funds.

Commitment Level: 75% state up to \$175,200 and the balance by the City of Ironwood; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49938.

46. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5268) between MDOT and the City of Manistique will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Pine Street from Cedar Street to Maple Street.

Estimated Funds:

State Restricted TED Funds	\$105,000
City of Manistique Funds	\$ 32,000
Total Funds	<u>\$137,000</u>

EDA 75522 – 103602; Schoolcraft County
Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Manistique Funds.

Commitment Level: 77% state up to \$105,000 and the balance by the City of Manistique; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49854.

47. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility
Contract (2008-0296) between MDOT and the City of Rose City will provide for the construction of a chemical storage facility in city of Rose City. The contract will be in effect from the date of award through two years. The contract amount will be \$100,000. Source of Funds: 10% State Restricted Trunkline Funds and 90% City of Rose City Funds.

Criticality: Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility is not constructed, maintenance of the state trunklines and county roads would be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for the construction of a chemical storage facility in the city of Rose City. The chemical storage building will be a concrete wall with wood roof facility with a capacity of approximately 200 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 10% State Restricted Trunkline Funds and 90% City of Rose City Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

* Denotes a non-standard contract/amendment

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Rose City. Failure to award this contract and construct the facility would result in the lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 48654.

48. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2008-0297) between MDOT and the Ottawa County Road Commission will provide for the construction of a chemical storage facility in Grand Haven Township, Ottawa County. The contract will be in effect from the date of award through two years. The contract amount will be \$700,000. Source of Funds: 45% State Restricted Trunkline Funds and 55% Ottawa County Road Commission Funds.

Criticality: Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility is not constructed, maintenance of the state trunklines and county roads would be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for the construction of a chemical storage facility in Grand Haven Township, Ottawa County. The chemical storage building will be a concrete wall with wood roof facility with a capacity of approximately 3,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 45% State Restricted Trunkline Funds and 55% Ottawa County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Ottawa County. Failure to award this contract and construct the facility would result in the lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49417.

49. *HIGHWAYS (Real Estate) – Time Extension

Retroactive Amendatory Contract (2005-0267/A1) between MDOT and John Cuth Engineering, Inc., will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing. Because the number of illegal billboards is higher than anticipated, the consultant has had to spend more time than expected dealing with them and needs additional time to complete the billboard inventory. The original contract, which expired on June 21, 2008, provided for administrative services to be performed for the state's outdoor advertising control program in the Superior Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The revised contract term will be June 22, 2005, through September 30, 2008. The contract amount remains unchanged at \$153,070.68. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: The amendment will provide the additional time needed for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The services allow MDOT to comply with the legislative requirement for the inspection of billboards in Michigan.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The work includes identifying the locations, current statuses, and details of all billboards in the Superior Region. This information is entered into the Billboard Inventory System database for statewide use.

Benefit: The additional time will allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing and to complete the billboard inventory. The services will ensure that the data on billboards throughout the Superior Region is current and will allow MDOT to be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not completed, billboards along state highways could be illegal, the state could be out of compliance with the Highway Advertising Act, and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: N/A for amendment; low bid for original contract.

New Project Identification: This is not a new project.

Zip Code: 49829.

50. *HIGHWAYS (Real Estate) – Time Extension

Retroactive Amendatory Contract (2005-0268/A1) between MDOT and 5 Star Engineering, PC, will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing. Because the number of illegal billboards is higher than anticipated, the consultant has had to spend more time than expected dealing with them and needs additional time to complete the billboard inventory. The original contract, which expired on June 21, 2008, provided for administrative services to be performed for the state's outdoor advertising control program in the University Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The revised contract term will be June 22, 2005, through September 30, 2008. The contract amount remains unchanged at \$170,100. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The amendment will provide the additional time needed for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The services allow MDOT to comply with the legislative requirement for the inspection of billboards in Michigan.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The work includes identifying the locations, current statuses, and details of all billboards in the University Region. This information is entered into the Billboard Inventory System database for statewide use.

Benefit: The additional time will allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing and to complete the billboard inventory. The services will ensure that the data on billboards throughout the University Region is current and will allow MDOT to be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not completed, billboards along state highways could be illegal, the state could be out of compliance with the Highway Advertising Act, and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: N/A for amendment; low bid for original contract.
New Project Identification: This is not a new project.
Zip Code: 49201.

51. *HIGHWAYS (Real Estate) – Time Extension

Retroactive Amendatory Contract (2005-0269/A1) between MDOT and 5 Star Engineering, PC, will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing. Because the number of illegal billboards is higher than anticipated, the consultant has had to spend more time than expected dealing with them and needs additional time to complete the billboard inventory. The original contract, which expired on June 21, 2008, provided for administrative services to be performed for the state's outdoor advertising control program in the Southwest Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The revised contract term will be June 22, 2005, through September 30, 2008. The contract amount remains unchanged at \$188,820. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The amendment will provide the additional time needed for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The services allow MDOT to comply with the legislative requirement for the inspection of billboards in Michigan.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The work includes identifying the locations, current statuses, and details of all billboards in the Southwest Region. This information is entered into the Billboard Inventory System database for statewide use.

Benefit: The additional time will allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing and to complete the billboard inventory. The services will ensure that the data on billboards throughout the Southwest Region is current and will allow MDOT to be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not completed, billboards along state highways could be illegal, the state could be out of compliance with the Highway Advertising Act, and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: N/A for amendment; low bid for original contract.

New Project Identification: This is not a new project.

Zip Code: 49001.

52. *HIGHWAYS (Real Estate) – Time Extension

Retroactive Amendatory Contract (2005-0271/A1) between MDOT and 5 Star Engineering, PC, will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing. Because the number of illegal billboards is higher than anticipated, the consultant has had to spend more time than expected dealing with them and needs additional time to complete the billboard inventory. The original contract, which expired on June 21, 2008, provided for administrative services to be performed for the state's outdoor advertising control program in the North Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The revised contract term will be June 22, 2005, through September 30, 2008. The contract amount remains unchanged at \$209,940. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The amendment will provide the additional time needed for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The services allow MDOT to comply with the legislative requirement for the inspection of billboards in Michigan.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The work includes identifying the locations, current statuses, and details of all billboards in the North Region. This information is entered into the Billboard Inventory System database for statewide use.

Benefit: The additional time will allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing and to complete the billboard inventory. The services will ensure that the data on billboards throughout the North Region is current and will allow MDOT to be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not completed, billboards along state highways could be illegal, the state could be out of compliance with the Highway Advertising Act, and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: N/A for amendment; low bid for original contract.

New Project Identification: This is not a new project.

Zip Code: 49734.

53. *HIGHWAYS (Real Estate) – Time Extension

Retroactive Amendatory Contract (2005-0272/A1) between MDOT and 5 Star Engineering, PC, will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing. Because the number of illegal billboards is higher than anticipated, the consultant has had to spend more time than expected dealing with them and needs additional time to complete the billboard inventory. The original contract, which expired on June 21, 2008, provided for administrative services to be performed for the state's outdoor advertising control program in the Metro Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The revised contract term will be June 22, 2005, through September 30, 2008. The contract amount remains unchanged at \$179,748. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The amendment will provide the additional time needed for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The services allow MDOT to comply with the legislative requirement for the inspection of billboards in Michigan.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The work includes identifying the locations, current statuses, and details of all billboards in the Metro Region. This information is entered into the Billboard Inventory System database for statewide use.

Benefit: The additional time will allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing and to complete the billboard inventory. The services will ensure that the data on billboards throughout the Metro Region is current and will allow MDOT to be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not completed, billboards along state highways could be illegal, the state could be out of compliance with the Highway Advertising Act, and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: N/A for amendment; low bid for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

54. *HIGHWAYS (Real Estate) – Time Extension

Retroactive Amendatory Contract (2005-0273/A1) between MDOT and 5 Star Engineering, PC, will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing. Because the number of illegal billboards is higher than anticipated, the consultant has had to spend more time than expected dealing with them and needs additional time to complete the billboard inventory. The original contract, which expired on June 21, 2008, provided for administrative services to be performed for the state's outdoor advertising control program in the Grand Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The revised contract term will be June 22, 2005, through September 30, 2008. The contract amount remains unchanged at \$178,812. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The amendment will provide the additional time needed for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The services allow MDOT to comply with the legislative requirement for the inspection of billboards in Michigan.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The work includes identifying the locations, current statuses, and details of all billboards in the Grand Region. This information is entered into the Billboard Inventory System database for statewide use.

Benefit: The additional time will allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing and to complete the billboard inventory. The services will ensure that the data on billboards throughout the Grand Region is current and will allow MDOT to be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not completed, billboards along state highways could be illegal, the state could be out of compliance with the Highway Advertising Act, and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

* Denotes a non-standard contract/amendment

Selection: N/A for amendment; low bid for original contract.
New Project Identification: This is not a new project.
Zip Code: 49504.

55. *HIGHWAYS (Real Estate) – Time Extension

Retroactive Amendatory Contract (2005-0274/A1) between MDOT and 5 Star Engineering, PC, will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing. Because the number of illegal billboards is higher than anticipated, the consultant has had to spend more time than expected dealing with them and needs additional time to complete the billboard inventory. The original contract, which expired on June 21, 2008, provided for administrative services to be performed for the state's outdoor advertising control program in the Bay Region, including field reviews of permit applications, annual inventories of existing signs, enforcement of billboard procedures, and delivery of hearing packages. The revised contract term will be June 22, 2005, through September 30, 2008. The contract amount remains unchanged at \$179,700. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The amendment will provide the additional time needed for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The services allow MDOT to comply with the legislative requirement for the inspection of billboards in Michigan.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to serve as a primary witness in various illegal billboard cases and to complete the billboard inventory. The work includes identifying the locations, current statuses, and details of all billboards in the Bay Region. This information is entered into the Billboard Inventory System database for statewide use.

Benefit: The additional time will allow the consultant to serve as a primary witness in various illegal billboard cases that have not yet gone to hearing and to complete the billboard inventory. The services will ensure that the data on billboards throughout the Bay Region is current and will allow MDOT to be in compliance with the Highway Advertising Act (PA 106 of 1972).

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not completed, billboards along state highways could be illegal, the state could be out of compliance with the Highway Advertising Act, and the state could lose 10 percent of federal funding.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all the proposals that were technically acceptable.

Selection: N/A for amendment; low bid for original contract.

New Project Identification: This is not a new project.

Zip Code: 49601.

56. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

Contract (2008-0307) between MDOT and Lighthouse Title Agency, Inc., will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

57. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z19/R2) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will extend the authorization term by one year to provide sufficient time for the City to complete the purchase of buses. The vehicles have been ordered, but delivery is not expected until after the authorization expiration date due to unanticipated manufacturer delays. The original authorization provides state matching funds for the City of Kalamazoo's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be August 5, 2005, through August 4, 2009. The authorization amount remains unchanged at \$3,721,910. The toll credit amount remains unchanged at \$15,548. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,993,076; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$728,834.

Criticality: Approval at this time is critical to allow the City of Kalamazoo to replace vehicles that have reached the ends of their useful lives and may no longer be safe to operate. The replacement vehicles are needed to ensure the safety of the passengers.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the City to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,993,076; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$728,834.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49007.

58. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z18/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the communications system project for the Lake Erie Transportation Commission (LETC). The additional time is needed because the project is being done in conjunction with an automated vehicle locator dispatch system project that was delayed due to ongoing tower system problems. As a result, LETC decided to use different data options for the project. The project is nearing completion, but procurement of some equipment will not be completed prior to the current authorization expiration date. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be July 7, 2004, through July 6, 2009. The authorization amount remains unchanged at \$335,575. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$268,460; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,115.

Criticality: Approval at this time is critical to allow SMART to complete communication system upgrades that will contribute to the safe, efficient operation of public transit in Monroe County.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete communications system purchases.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$268,460; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,115.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

59. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z25/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Oakland, Wayne, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. The additional time is needed because the bus requisition was delayed due to problems obtaining reliable motors and chassis for the paratransit vehicles. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be July 21, 2004, through July 20, 2009. The authorization amount remains unchanged at \$1,218,733. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$974,986; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$243,747.

Criticality: Approval of this revision is critical to allow SMART to continue with the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure the safety of the passengers.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete the acquisition of replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$974,986; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$243,747.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

60. *PASSENGER TRANSPORTATION - Increase Services and Amount, Extend Term
Amendatory Contract (2004-0279/A4) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will increase federal funding by \$102,802 and state funding by \$25,701, add line items for permit fees and administration, and extend the contract term by 18 months to provide sufficient time for DWCPA to complete the design of the terminal, wharf, and dock. The additional funding is needed to cover the costs of the permit fees for the construction of the terminal. The additional time is needed because of a delay in the project caused by discussions between MDOT and DWCPA concerning control of the terminal. The construction of the terminal and dock is currently scheduled to begin during the 2008 construction season. The original contract provides FY 2003 Federal High Priority Project funds for architectural and engineering services and project management services for a terminal facility and a dock in downtown Detroit. The facility will be designed to harbor cruise ships and other transient vessels visiting Detroit. The revised contract term will be July 7, 2004, through December 31, 2009. The revised contract amount will be \$1,995,703. Source of Funds: Federal Highway Administration (FHWA) Funds - \$1,596,562; FY 2002 State Restricted Comprehensive Transportation Funds - \$399,141.

Criticality: Approval of this amendment will allow DWCPA to complete the design of the terminal, wharf, and dock, including acquiring the required permits, so that construction can begin this construction season (2008).

Purpose/Business Case: To provide additional federal and state funding, add line items for permit fees and administration, and extend the contract term by 18 months to provide sufficient time for DWCPA to complete the design of the terminal, wharf, and dock.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FHWA Funds - \$1,596,562; FY 2002 State Restricted Comprehensive Transportation Funds - \$399,141.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FHWA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48214.

61. PASSENGER TRANSPORTATION - Rail Passenger
Amendatory Contract (2006-0486/A2) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by nine months to provide sufficient time for Amtrak to complete the project. The project was delayed because the process to secure a historic architect took more time than anticipated. As a result, additional time is needed to prioritize the elements of the project and contract out the associated work. The original contract provides state funds for stabilization repairs to the historic Jackson Depot and adjacent express (storage) facility, including foundation, masonry, roofing, and related repairs. The revised contract term will be September 1, 2006, through June 30, 2009. The contract amount remains unchanged at \$300,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$300,000.

Criticality: Approval of this extension is critical to allow Amtrak to complete the renovations necessary at this historic train depot. If the work to stabilize this depot and its adjacent express (storage) facility is not performed, the degradation of this site will continue to pose increased health and safety concerns for employees, rail passengers, and the general public.

Purpose/Business Case: To extend the contract term by nine months to provide sufficient time for Amtrak to prioritize the elements of the project and complete the stabilization repairs to the Jackson Depot and the adjacent express (storage) facility.

Benefit: Will allow the historic buildings identified in the Jackson Depot Intermodal Feasibility Study to be stabilized, while providing sufficient time for the study committee to complete an application seeking further funding from the Federal Enhancement Program. The MDOT/City of Jackson sponsored study will help to develop the property into an operational intermodal facility.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$300,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, Amtrak will not have enough time to execute all the work included in its work plan, the buildings will continue to deteriorate, and the preservation of the site will be impaired.

Cost Reduction: If these repairs are not completed at this time, the integrity of the existing buildings will continue to decline, requiring more extensive work and additional funding.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49201.

62. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z8) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), which provides transit service in Kent County, will provide state matching funds for ITP's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of paratransit vehicles, office furniture/equipment, bus surveillance/security equipment, shop equipment, facility equipment, storage/shelving, computer hardware, computer software, an Intelligent Transportation System, support vehicles, support equipment, Americans with Disabilities Act compliant vehicle equipment, radios, passenger shelters, bus stop signs, and information displays, and for architectural and engineering services (A&E), associated capital maintenance, a bus tire lease, preventive maintenance, capital costs of contracting, contingencies, planning and project administration, and the rehabilitation of the administrative/maintenance facility and the operations facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$7,791,724. Toll credits in the amount of \$891,878 will be allocated as match for all line items except the purchase of transit vehicle, A&E, and facility renovations line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$7,140,885; FY 2008 State Restricted Comprehensive Transportation Funds - \$650,839.

Criticality: Approval of this authorization is critical at this time to avoid procurement delays for necessary transportation infrastructure.

Purpose/Business Case: To provide state matching funds for ITP's FY 2008 Federal Section 5307 Urbanized Area Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$7,140,885; FY 2008 State Restricted Comprehensive Transportation Funds - \$650,839.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

63. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z9) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), which provides transit service in Kent County, will provide state matching funds for ITP's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Program grant for the purchase of buses, paratransit vehicles, and vanpool vans and for Ozone Action Day Program activities. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$680,468. Toll credits in the amount of \$16,800 will be allocated as match for the ozone action days. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$561,174; FY 2008 State Restricted Comprehensive Transportation Funds - \$119,294.

Criticality: Approval of this authorization is critical at this time to allow ITP to replace buses and paratransit vehicles that have reached the ends of their useful lives and to purchase expansion vans. Both projects are needed to ensure the safety of the passengers and to improve air quality.

Purpose/Business Case: To provide state matching funds for ITP's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$561,174; FY 2008 State Restricted Comprehensive Transportation Funds - \$119,294.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

64. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization Revision (Z6/R1) under Master Agreement (2007-0236) between MDOT and the City of Jackson Transportation Authority (JTA) will provide an additional \$65,631 in federal funds and \$65,631 in state matching funds. These funds will be used to transport additional welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The original authorization provides federal and state matching funds for JTA's FY 2008 Federal Section 5316 Job Access/Reverse Commute Program grant. The revised authorization amount will be \$356,126. The authorization term remains unchanged, October 1, 2007, through September 30, 2008. The term of the master agreement is from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$178,063; FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$178,063.

Criticality: Approval of this authorization is critical to allow JTA to continue to provide transportation to work for low-income individuals in order to spur economic development and job creation/retention.

Purpose/Business Case: To provide federal and state matching funds for JTA's FY 2008 Federal Section 5316 Job Access/Reverse Commute Program grant for transportation to work services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$178,063; FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$178,063.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this revision is not approved, federal funds may be lost and needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49203.

65. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization (Z9) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide MDOT matching funds of \$236,614, Michigan Department of Human Services (MDHS) funds of \$550,000, and Michigan Department of Labor and Economic Growth (MDLEG) funds of \$550,000 for MTA's FY 2008 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant. This program provides work-related transportation to Genesee County residents accessing jobs in Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee Counties. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,573,228. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$236,614; FY 2008 State Restricted Comprehensive Transportation Funds - \$236,614; MDHS Funds - \$550,000; MDLEG Funds - \$550,000.

Criticality: Approval at this time is critical to allow MTA to continue to provide transportation to work service for Genesee County residents.

Purpose/Business Case: To provide state matching funds for MTA's FY 2008 Federal Section 5316 JARC Program grant for transportation to work services for Genesee County residents.

Benefit: Increased public transportation services.

Funding Source: FTA Funds- \$236,614; FY 2008 State Restricted Comprehensive Transportation Funds - \$236,614; MDHS Funds - \$550,000; MDLEG Funds - \$550,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this authorization is not approved, federal funds may be lost and needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a continuation of previous years' JARC Program.

Zip Code: 48503.

66. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z8) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will provide toll credits as the state match under the County's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance and the purchase of support equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$340,000. Toll credits in the amount of \$68,000 will be allocated as the match for preventive maintenance and support equipment. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$340,000.

Criticality: Approval at this time is critical to give the County access to federal funds necessary for preventive maintenance and the purchase of support equipment.

Purpose/Business Case: To provide toll credits as the state match for the County's FY 2008 Section 5307 Urbanized Area Formula Capital Program grant for the acquisition of preventive maintenance and support equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$340,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

67. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z9) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds for the County's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of two buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$653,183. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$522,547; FY 2008 State Restricted Comprehensive Transportation Funds - \$130,636.

Criticality: Approval of this authorization is critical at this time to allow the County to replace buses that have reached the ends of their useful lives. The project is needed to ensure passenger safety and improve air quality.

Purpose/Business Case: To provide state matching funds for the County's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$522,547; FY 2008 State Restricted Comprehensive Transportation Funds - \$130,636.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

68. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2007-0278) between MDOT and Pioneer Resources, which provides transit service in Muskegon, will extend the authorization term by one year to provide sufficient time for the agency to complete the Intelligent Transportation System (ITS) capital project. The ITS project requires careful integration of server and software technologies between Pioneer Resource's Ottawa County and Muskegon County operations. As a result, proposal development has taken longer than expected. The original authorization provides state matching funds for Pioneer Resource's FY 2008 Federal Section 5316 Job Access and Reverse Commute Program grant. The revised authorization term for the capital project will be October 1, 2007, through September 30, 2009. The service operations period remains unchanged, October 1, 2007, through September 30, 2008. The authorization amount remains unchanged at \$135,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$87,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$48,000.

Criticality: Approval of this revision is critical to avoid delays in deploying necessary transportation infrastructure.
Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for Pioneer Resources to complete the ITS capital project.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$87,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$48,000.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 49442.

69. PASSENGER TRANSPORTATION - Rideshare Program

Retroactive Contract (2008-0266) between MDOT and the City of Kalamazoo will provide federal funds for the continuation of the local rideshare program for portions of FY 2008 and FY 2009 under the FY 2008 Federal Congestion Mitigation and Air Quality Improvement Program. The City of Kalamazoo will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This will reduce energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from June 1, 2008, through May 31, 2009. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$37,132. Source of Funds: Federal Highway Administration (FHWA) Funds - \$37,132.

Criticality: Approval of this contract is critical to the continuation of rideshare services that enable people to get to work, alleviate congestion and pollution, and improve roadway safety.
Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services in communities served by the City of Kalamazoo.
Benefit: Will provide transportation to jobs and reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.
Funding Source: FHWA Funds - \$37,132.
Commitment Level: Contract amount is based on cost estimates.
Risk Assessment: The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.
Cost Reduction: The City of Kalamazoo will accomplish program objectives using internal support staff for the design and production of all program materials.
Selection: N/A.
New Project Identification: This is not a new project but provides funding for the continuation of services.
Zip Code: 49007.

70. PASSENGER TRANSPORTATION - Rideshare Program

Contract (2008-0267) between MDOT and the Southwestern Michigan Commission (SMC) will provide federal funds for the continuation of the local rideshare program for portions of FY 2008 and FY 2009 under the FY 2008 Federal Congestion Mitigation and Air Quality Improvement Program for Berrien, Cass, and Van Buren Counties. SMC will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This will reduce energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from July 1, 2008, through June 30, 2009. The contract amount will be \$36,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$36,000.

Criticality: Approval of this contract is critical to the continuation of rideshare services that enable people to get to work, alleviate congestion and pollution, and improve roadway safety.

Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services in communities served by SMC.

Benefit: Will provide transportation to jobs and reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FHWA Funds - \$36,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: SMC will accomplish program objectives using internal support staff for the design and production of all program materials.

Selection: N/A.

New Project Identification: This is not a new project but provides funding for the continuation of services.

Zip Code: 49022.

71. PASSENGER TRANSPORTATION - Rideshare Program

Contract (2008-0268) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide federal funds for the continuation of the local rideshare program for portions of FY 2008 and FY 2009 under the FY 2008 Federal Congestion Mitigation and Air Quality Improvement Program. SEMCOG will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This will reduce energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from July 1, 2008, through June 30, 2009. The contract amount will be \$329,630. Source of Funds: Federal Highway Administration (FHWA) Funds - \$329,630.

Criticality: Approval of this contract is critical to the continuation of rideshare services that enable people to get to work, alleviate congestion and pollution, and improve roadway safety.

Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services in communities served by SEMCOG.

Benefit: Will provide transportation to jobs and reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FHWA Funds - \$329,630.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: SEMCOG will accomplish program objectives using internal support staff for the design and production of all program materials.

Selection: N/A.

New Project Identification: This is not a new project but provides funding for the continuation of services.

Zip Code: 48226.

72. PASSENGER TRANSPORTATION - Rideshare Program

Contract (2008-0274) between MDOT and the Genesee County Metropolitan Planning Commission (GCMPC) will provide federal funds for the continuation of the local rideshare program for FY 2009 under the FY 2008 Federal Congestion Mitigation and Air Quality Improvement Program. GCMPC will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This will reduce energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from October 1, 2008, through September 30, 2009. The contract amount will be \$75,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$75,000.

Criticality: Approval of this contract is critical to the continuation of rideshare services that enable people to get to work, alleviate congestion and pollution, and improve roadway safety.

Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services in Genesee and Lapeer Counties.

Benefit: Will provide transportation to jobs and reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FHWA Funds - \$75,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: GCMPC will accomplish program objectives using internal support staff for the design and production of all program materials.

Selection: N/A.

New Project Identification: This is not a new project but provides funding for the continuation of services.

Zip Code: 48502.

73. PASSENGER TRANSPORTATION - Intercity Bus Program

Purchase Order (591N8204117) between MDOT and Motor Coach Industries, Inc. (MCI), will provide for the purchase of three lift-equipped intercity motor coaches to be leased by Indian Trails, Inc., under program guidelines. These motor coaches will be leased to Indian Trails, Inc., for \$1,000 per year per vehicle for a maximum of six years or 450,000 miles, whichever comes first, under MDOT Contract (2008-0294). Indian Trails, Inc., is requesting the motor coaches to maintain existing daily scheduled regular route round-trip service between Bay City, Michigan, and Chicago, Illinois, between Kalamazoo and St. Ignace, between St. Ignace and Ironwood, between Grand Rapids and Benton Harbor, between St. Ignace and Bay City, between Grand Rapids and Kalamazoo, between East Lansing and Boyne Falls, and between Calumet, Michigan, and Milwaukee, Wisconsin, serving intermediate towns and cities. These motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The purchase amount of these motor coaches is \$1,290,525; however, because MCI is allowing the trade-in of three 2005 motor coaches that have exceeded their useful lives, the purchase amount is reduced by \$690,525. The net purchase amount will be \$600,000. Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$600,000.

MDOT's authority to purchase intercity buses is provided under the State Transportation Preservation Act of 1976, Act 295 of 1976, excerpted below:

"474.64 Acquisition of intercity bus and ferry equipment and facilities. Sec.14. The department may purchase intercity bus equipment and related station and servicing facilities, as well as ferry equipment, dock, port, and water equipment servicing facilities. The department may acquire equipment and facilities to be utilized by intercity bus and ferry operations, under terms and conditions determined by the department."

Criticality: Approval of this purchase order is critical to ensure that the motor coaches are scheduled into production to be built and delivered prior to the expiration of the power train warranties on the project equipment being traded-in. Major power train repairs and excessive mileage accumulation may dramatically affect the net trade-in value upon delivery.

Purpose/Business Case: To provide for the purchase of three MCI lift-equipped intercity motor coaches to be leased by Indian Trails, Inc., under program guidelines.

Benefit: The new motor coaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower-income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds – \$600,000.

Commitment Level: This provides for the purchase of three vehicles this fiscal year.

Risk Assessment: The risks of not approving this purchase are the possible abandonment of regular route services or an increase in the amount of state operating subsidy provided.

Cost Reduction: Bids were solicited from the three main manufacturers in the nation, and the lowest responsive bid was selected.

Selection: Low bid.

New Project Identification: Provides for the purchase of three new motor coaches.

Zip Code: 48909.

74. PASSENGER TRANSPORTATION - Intercity Bus Equipment Lease

Contract (2008-0294) between MDOT and Indian Trails, Inc., will provide for MDOT to contractually lease for \$1,000 per year per vehicle three intercity highway motor coaches to Indian Trails, Inc. MDOT will purchase the coaches under a separate purchase order and lease them to Indian Trails, Inc., for a minimum of six years or 450,000 miles, whichever comes first. Indian Trails, Inc., is requesting the motor coaches to replace older motor coaches that have reached the end of their useful lives and to maintain its existing scheduled regular route round-trip service between Bay City, Michigan, and Chicago, Illinois, between Kalamazoo and St. Ignace, between St. Ignace and Ironwood, between Grand Rapids and Benton Harbor, between St. Ignace and Bay City, between Grand Rapids and Kalamazoo, between East Lansing and Boyne Falls and between Calumet, Michigan, and Milwaukee, Wisconsin, serving intermediate towns and cities. The motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The contract will be in effect from the date the vehicles are leased and accepted through six years or 450,000 miles, whichever comes first. This is a revenue contract. Indian Trails, Inc., will pay MDOT \$3,000 per year for the duration of the contract.

Criticality: Approval of this contract is critical to ensure that the motor coaches are scheduled into production to be built and delivered prior to the expiration of the power train warranties on the project equipment being traded-in. Major power train repairs and excessive mileage accumulation could dramatically affect the net trade-in value upon delivery.

Purpose/Business Case: To provide for the lease of three intercity highway motor coaches to Indian Trails Inc., to maintain and preserve its existing daily scheduled regular route service from various locations in the upper and lower peninsula, serving all intermediate urban and rural communities. The motor coaches will replace older motor coaches that have reached the ends of their useful lives.

Benefit: The new motor coaches will improve the quality, safety, and reliability of intercity bus services for a large number of lower income travelers. The motor coaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act.

Funding Source: Indian Trails, Inc., Funds - \$3,000 per year.

Commitment Level: Contract lease amount is based on MDOT guidelines.

Risk Assessment: The risks of not approving this contract are the possible abandonment of regular route services, schedule frequency reduction, and having to provide operating assistance support to keep the services in operation.

Cost Reduction: This contract provides for Indian Trails, Inc., to make lease payments (revenue) to MDOT.

Selection: N/A.

New Project Identification: Provides for the lease of new replacement motor coaches.

Zip Code: 48867.

75. TRANSPORTATION PLANNING - IDS Michigan Development Impact Study

Authorization (Z2) under Contract (2008-0115) between MDOT and the Michigan Association of Planning, a non-profit organization, will provide for the development of a model ordinance and a guidance document and for the training of local units of government on conducting development impact studies. The activities result from the recommendations of the Land Use Summit Team from the 2005 Transportation Summit. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$153,317. Source of Funds: 57% Federal Highway Administration Funds and 43% Michigan Association of Planning Funds.

Criticality: This project will address the relationship between transportation and land use and will consider how local units of government make land use decisions based on the transportation facilities in areas of new development. Tools will be established to assist local land use planning agencies in evaluating transportation facilities and best land use development when presented with proposals from the private sector. The Michigan Association of Planning has secured funding from various private sources for this project.

Purpose/Business Case: Completion of this project will enable MDOT to work with local agencies to assess large developments and the locations of those developments with respect to local transportation networks. MDOT can use the resulting information to help determine how much assistance to provide to local agencies for transportation infrastructure improvements.

Benefit: The project will provide a process for determining development impacts on transportation to foster stronger state and local coordination and cooperation. The project will also provide local units of government with data for in-depth evaluation when making decisions on development locations and development incentives.

Funding/Source: 57% Federal Highway Administration Funds and 43% Michigan Association of Planning Funds.

Commitment Level: The hourly rates are fixed; however, the number of hours to perform the work has been estimated.

Risk Assessment: If this authorization is not approved, the opportunity to provide local agencies with guidance on assessing land use impacts relative to transportation facilities will be lost, and federal and endowment funds committed to this project may be lost.

Cost Reduction: The authorization is on an actual cost basis.

Selection: N/A; non-profit organization.

New Project Identification: This is a new project.

Zip Code: 48104.

SUBCONTRACTS

76.	Cadillac Asphalt	Low Bid:	\$ 126,092.75
	4751 White Lake Road	Engineer's Estimate:	\$ 144,485.00
	Clarkston, MI 48316	Over/Under:	- 12.7%

Description of Work: Pavement Repair and Installation of Barrier Guardrail

Approval is requested to authorize the City of Pontiac to award a subcontract for pavement repair and the installation of barrier guardrails to update the railroad crossing at the intersection of Cass Avenue and Johnson Avenue in the city of Pontiac, Oakland County. The project was advertised, and six bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the road will continue to deteriorate, and the risk of accidents will increase. The surface of this road is in poor condition and deteriorating quickly. The barrier guardrails are a necessary safety enhancement for this railroad crossing; if they are not installed, motorists safety may be compromised.

Purpose/Business Case: To provide for pavement repair and the installation of barrier guardrails to update the railroad crossing at the intersection of Cass Avenue and Johnson Avenue in the city of Pontiac, Oakland County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48316.

77.	Michigan Paving & Materials Co.	Low Bid:	\$ 168,327.25
	46046 Red Arrow Highway	Engineer's Estimate:	\$ 142,867.50
	Paw Paw, MI 49079	Over/Under:	+17.82%

Description of Work: Pavement Repair on Ramps

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for coldmilling and asphalt repaving of the eastbound on-ramp at the Sawyer Interchange on I-94 and the eastbound and westbound on-and off-ramps at the Bridgeman Interchange on I-94 in Berrien County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 19, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the ramps will continue to deteriorate, and the risk of accidents will increase. The surface of this road is in poor condition and deteriorating quickly. Vehicle tires "chatter" when vehicles are in a speed transition, creating an unsafe condition with loss of ability to fully control the vehicle.

Purpose/Business Case: To provide for ramp repairs on I-94 in Berrien County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49079.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

78. M-52 (North Adrian Highway) at Valley Road, Adrian Township, Lenawee County
46072-01-007

	<u>Estimated Installation Cost</u>
FHWA Funds	\$ 59,442
Total	<u>\$ 59,442</u>

79. Old M-59 (Auburn Road) at Avondale Middle School, City of Rochester Hills, Oakland County
63042-04-017

	<u>Estimated Installation Cost</u>
State Restricted Trunkline Funds	\$ 5,410
FHWA Funds	\$ 33,813
Total	<u>\$ 39,223</u>

Criticality: Approval of these cost participation agreements will allow the State of Michigan to collect money due it.

Purpose/Business Case: Act 51 of the Public Acts of 1951 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of standard cost agreements, cities, villages, and boards are reimbursed for labor and materials for installation and for annual electrical power usage and the costs of maintaining the electronic devices. MDOT has found that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for motorists. The cost agreements establish funding responsibility for the operation of the electronic devices. MDOT uses the information from the completed cost agreements to collect money from agencies that share fiscal responsibility for routine maintenance and utility costs.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment Level: Costs as set forth in the individual cost agreements for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for installation operation.

Cost Reduction: Fixed costs as set forth in the cost agreements.

Selection: N/A.

New Project Identification: Installation/modernization of electronic devices.

Zip Code: 49221, 48307.

BID LETTING

STATE PROJECTS

80. LETTING OF JUNE 06, 2008
PROPOSAL 0806002
PROJECT STT 74073-85856
LOCAL AGRMT.
START DATE - SEPTEMBER 02, 2008
COMPLETION DATE - NOVEMBER 14, 2008

ENG. EST.
\$ 2,070,477.43

LOW BID
\$ 2,542,316.08

% OVER/UNDER EST.
22.79 %

3.52 mi of hot mix asphalt resurfacing, paved non-motorized shoulders, joint repairs, guardrail upgrades, clearing, slope restoration, culvert, and head wall replacements on M-25 from north of Russell Road northerly to north of Umbreit Road in the village of Forestville, Sanilac County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving & Contracting Co.	\$ 2,542,316.08	Same	1 **
Saginaw Asphalt Paving Company	\$ 2,579,739.96	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

85856A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Zip Code: 48434.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 4,909,809.14	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 5,090,917.23	Same	2
Bacco Construction Company	\$ 5,506,430.71	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60289A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

75465A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49715.

82. LETTING OF JUNE 06, 2008
 PROPOSAL 0806051
 PROJECT IM 13082-103063, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008

ENG. EST. \$ 958,111.77
 LOW BID \$ 1,244,991.45
 % OVER/UNDER EST. 29.94 %

4.01 mi of hot mix asphalt cold milling and one course overlay on I-94, I-196BL, M-60, M-89, and US-31, Calhoun, Allegan, St. Joseph, Van Buren and Berrien Counties. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,244,991.45	Same	1 **
Aggregate Industries-Central Region	\$ 1,376,845.50	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,457,090.10	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103063A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
103064A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
M50801	
State Restricted Trunkline Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49014.

83. LETTING OF JUNE 20, 2008
 PROPOSAL 0806266
 PROJECT NH 52061-102766
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.	LOW BID
\$ 1,263,539.28	\$ 679,463.04
% OVER/UNDER EST.	
	-46.23 %

Road Weather Information System (RWIS) and Environmental Sensor Station (ESS) installations at four locations on M-28 and US-2 in Chocolay, Au Train, Garfield, and Moran Townships, Marquette, Alger and Mackinac Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Surface Systems, Inc.	\$ 679,463.04	Same	1 **
J. Ranck Electric, Inc.	\$ 733,334.34	Same	2
Windemuller Electric, Inc.	\$ 1,645,864.21	\$ 1,632,737.78	3
Allstate Electric, Inc.			
Trans Tech Electric, L.P.			
Oberstar, Inc.			
J R Howell Airport Lighting LLC			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business: The proposed project includes installation of Environmental Sensor Stations (ESS) and Road Weather Information Systems (RWIS) at four locations in the Superior Region.

Benefit: This work is part of a pilot Road Weather Information System in the Superior Region. Collection of road and weather information will help to improve road way maintenance and increase information for travelers. The ability to provide the public timely traffic information allows for better decisions and therefore improved traffic flow.

Funding Source:

Federal Highway Administration Funds	81.85%
State Restricted Trunkline Funds	18.15%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationship with the motoring public area may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

Cost Reduction: With the construction of this project, our customers will benefit with reduced user delay costs and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49862.

LOCAL PROJECTS

84. LETTING OF JUNE 06, 2008
 PROPOSAL 0806011
 PROJECT BRO 11020-56485
 LOCAL AGRMT. 08-5176
 START DATE - AUGUST 01, 2008
 COMPLETION DATE - MAY 01, 2009

ENG. EST.	LOW BID
\$ 694,525.80	\$ 770,181.00
% OVER/UNDER EST.	
10.89 %	

Removal of existing bridge, construction of a prestressed, concrete I-beam bridge, riprap placement and related approach work on North Watervliet Road over Paw Paw Lake Outlet, Berrien County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.W. Lamb, Inc.	\$ 770,181.00	Same	1 **
Posen Construction, Inc.	\$ 837,060.37	Same	2
Milbocker and Sons, Inc.	\$ 860,821.46	Same	3
Anlaan Corporation	\$ 867,476.11	Same	4
Northern Indiana Construction Co.	\$ 891,681.20	Same	5
J.E. Kloote Contracting, Inc.	\$ 911,855.38	Same	6
Hardman Construction, Inc.			
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56485A

Berrien County	7.00 %
Federal Highway Administration Funds	78.31 %
State Restricted Trunkline Funds	14.69 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49098.

85.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806012	\$ 658,862.35	\$ 915,952.71
	PROJECT EDDF 52555-76708		
	LOCAL AGRMT. 08-5146		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2008		39.02 %

1.37 mi of earth excavation, aggregate base, geogrid reinforcement, culverts, hot mix asphalt paving, and pavement marking on County Road 545 from County Road TY to Maplewood Road, Marquette County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Oberstar, Inc.	\$ 915,952.71	Same	1 **
Hebert Construction Company	\$ 921,722.01	Same	2
A. Lindberg & Sons, Inc.	\$ 922,114.95	Same	3
Payne & Dolan, Inc.	\$ 996,579.02	Same	4
Associated Constructors, LLC	\$ 1,018,559.46	Same	5
Bacco Construction Company	\$ 1,074,921.61	Same	6
Smith Paving, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76708A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49885.

86.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806014	\$ 571,154.50	\$ 686,237.13
	PROJECT STL 33030-74626		
	LOCAL AGRMT. 08-5174		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 20, 2008		20.15 %

2.19 mi of road rehabilitation, shoulder widening, sight distance improvements, grading, drainage improvements, concrete curb and gutter, hot mix asphalt pavement, pavement markings and slope rehabilitation on Barnes Road from Aurelius Road to College Road, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 686,237.13	Same	1 **
Aggregate Industries-Central Region	\$ 708,455.60	Same	2
Rieth-Riley Construction Co., Inc.	\$ 787,573.72	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

74626A

Ingham County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction and rehabilitation.

Selection: Low bid.

Zip Code: 48854.

87. LETTING OF JUNE 20, 2008
 PROPOSAL 0806208
 PROJECT TIP 02003-88434
 LOCAL AGRMT. 07-5692
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2009

ENG. EST.
 \$ 6,313,474.64

LOW BID
 \$ 5,133,376.02

% OVER/UNDER EST.
 -18.69 %

10.30 mi of clearing, excavation, embankment, obliteration
 of old road, aggregate base, hot mix asphalt paving,
 pavement marking, culverts, traffic control, and restoration
 on H-58 from Buck Hill to Kingston Corners, Alger County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Oberstar, Inc.	\$ 5,133,376.02	Same	1 **
M & M Excavating Co., Inc.	\$ 5,773,402.80	Same	2
Cordes Excavating, Inc.	\$ 5,957,731.00	Same	3
Bacco Construction Company	\$ 6,252,815.48	Same	4
A. Lindberg & Sons, Inc.	\$ 6,421,082.10	Same	5
D.J. McQuestion & Sons, Inc.	\$ 6,476,547.58	Same	6
Musson Bros., Inc.			
Rieth-Riley Construction Co., Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The project is for improving the network of highway services essential to economic competitiveness. This project was selected by the Office of Economic Development and Enhancement as defined in current legislation.

Benefit: By awarding this project, the economic development and/or re-development of this particular geographic area is enhanced by helping support private initiatives that create or retain jobs.

Funding Source:

88434A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the state would potentially lose industry and jobs to another state or territory.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49839.

EXTRAS

88. **Extra 2008 – 088**

Control Section/Job Number: 34062-60519 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: J. Slagter & Son Construction Co.
1326 142nd Avenue
Wayland, MI 49348

Designed By: MDOT
Engineer's Estimate: \$819,072.71

Description of Project:

Deck resurfacing, joint replacement, painting structural steel, substructure patching repairs, adding scour counter measures and approach road work on M-21 over Maple River and over Stoney Creek in Ionia County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	April 28, 2006	
Original Contract Amount:	\$777,312.82	
Total of Overruns/Changes (Approved to Date):	(138,169.29)	- 17.78%
Total of Extras/Adjustments (Approved to Date):	68,103.07	+ 8.76%
Total of Negative Adjustments (Approved to Date):	(39,600.00)	- 5.09%
THIS REQUEST	<u>94,760.97</u>	<u>+ 12.19%</u>
Revised Total	<u>\$762,407.57</u>	- 1.92%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.11% under the original budget for an **Authorized to Date Amount** of \$667,646.60.

Approval of this extra will place the authorized status of the contract 1.92% or \$14,905.25 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 21

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 21

Liquidated Damages Reversal	\$39,600.00
Traffic Control Adjustment, Revised	<u>55,160.97</u>
Total	<u>\$94,760.97</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 21

In accordance with the Central Office Review (COR) decision of February 28, 2008, the contractor was entitled to an extension of time on the project totaling 44 days. The engineer believed that the placement of the riprap was not a controlling operation. The contractor believed it was a controlling operation. At the COR, the panel determined that the placement of the riprap was controlling and, therefore, agreed that the contractor was entitled to a 44-day extension of time. The engineer assessed liquidated damages on the contractor at \$900 per day on contract modification 8 for a total of (\$39,600). This assessment of liquidated damages is now being reversed as part of the COR decision.

Since the panel determined that the contractor was entitled to a 44-day extension of time, an adjustment for the items used to control traffic is warranted. Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 44 days without the assessment of liquidated damages. Traffic control devices were required during the extended time frame and each of these items was included in the original lump sum bid item of Traffic Control. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment, Revised was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its June 26, 2008 meeting, and is now recommended for approval by the State Administrative Board on July 1, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48860.

89. **Extra 2008 - 089**

Control Section/Job Number: 58151-80654 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Highway Service Co., Inc.
26401 Hall Road
Woodhaven, MI 48183

Designed By: DLZ
Engineer's Estimate: \$2,180,684.13

Description of Project:

27.00 miles of freeway signing and guardrail upgrades on I-75 from the Michigan/Ohio State line to the Monroe/Wayne County line, Monroe County.

Administrative Board Approval Date:	November 6, 2007	
Contract Date:	November 21, 2007	
Original Contract Amount:	\$2,057,971.28	
Total of Overruns/Changes (Approved to Date):	(54,272.54)	- 2.64%
Total of Extras/Adjustments (Approved to Date):	52,795.00	+ 2.57%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>111,392.23</u>	<u>+ 5.41%</u>
Revised Total	<u>\$2,167,885.97</u>	+ 5.34%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.07% under the original budget for an **Authorized to Date Amount** of \$2,056,493.74.

Approval of this extra will place the authorized status of the contract 5.34% or \$109,914.69 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Guardrail Anch, Bridge, Det T1	1.000 Ea @ \$1,050.00/Ea	\$1,050.00
Guardrail Approach Terminal, Type 2B	2.000 Ea @ \$2,279.00/Ea	4,558.00
Guardrail Approach Terminal, Type 2T	14.000 Ea @ \$2,369.10/Ea	33,167.40
Guardrail Departing Terminal, Type T	13.000 Ea @ \$630.00/Ea	8,190.00
Guardrail Reflector	60.000 Ea @ \$5.77/Ea	346.20
Guardrail, Type B	250.000 Ft @ \$16.80/Ft	4,200.00
Guardrail, Type BD	37.500 Ft @ \$23.10/Ft	866.25
Guardrail, Type T	2,937.500 Ft @ \$20.09/Ft	<u>59,014.38</u>
Total		<u>\$111,392.23</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 3**

The plans did not contain information to include guardrail at the locations of the new cantilever signs. The engineer determined that guardrail should be installed in these locations and directed the contractor to place the guardrail. The extra cost for the above mentioned guardrail items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on July 1, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48157.

90. **Extra 2008 - 090**

Control Section/Job Number: 63101-54301 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Hubbell, Roth & Clark, Inc.
Engineer's Estimate: \$17,951,174.95

Description of Project:

2,047 meters of interchange construction along with eastbound off-ramp and westbound on-ramp construction, 280 meters of reconstruction of American Drive, 288 meters of reconstruction on Center Road, drainage work along the Peterson and Pernick drains, 623 meters of bridge reconstruction, widening, and approach work on I-696/M-10 at the Franklin Road interchange, on eastbound I-696 to southbound M-10, on Franklin Road over I-696, on American Drive west of Franklin Road, on Center Road north of 11 Mile Road, along with 1,537 meters of road reconstruction and widening on 11 Mile Road west of Franklin Road, in the City of Southfield, Oakland County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$14,602,245.67	
Total of Overruns/Changes (Approved to Date):	561,363.80	+ 3.84%
Total of Extras/Adjustments (Approved to Date):	1,891,002.46	+ 12.95%
Total of Negative Adjustments (Approved to Date):	(1,440.00)	- 0.01%
THIS REQUEST	<u>73,474.76</u>	<u>+ 0.50%</u>
Revised Total	<u>\$17,126,646.69</u>	+ 17.28%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.78% over the original budget for an **Authorized to Date Amount** of \$17,053,171.93.

Approval of this extra will place the authorized status of the contract 17.28% or \$2,524,401.02 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Item Number	Contract Modification Number	Amount	SAB Date
2006-104	2	\$1,409,780.04	08/01/06
2007-032	3, 5 r. 1, 6 r. 1, 7, 8 r. 1, 9, 10, 11, 12 r. 1, 13, 14	\$166,690.90	03/06/07
2007-062	15, 16, 17 r. 1	\$39,409.01	05/01/07
2007-090	19	\$165,830.63	07/03/07
2007-119	23, 27	\$23,718.59	09/04/07
2007-160	28 r. 1	\$14,731.88	11/06/07

Contract Modification Number(s): 29, 31, 33, 35

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 29

Shoulder, Reinf Conc	77.590 m2 @ \$35.00/m2	<u>\$2,715.65</u>
Total		<u>\$2,715.65</u>

CM 31

Replacement of Damaged Lights	19.000 Ea @ \$15.00/Ea	<u>\$285.00</u>
Total		<u>\$285.00</u>

CM 33

Franklin Pointe Parking Lot Paving (WO #3)		<u>\$25,474.11</u>
Total		<u>\$25,474.11</u>

CM 35

Sidewalk Ramps and Push Buttons		<u>\$45,000.00</u>
Total		<u>\$45,000.00</u>

Grand Total		<u>\$73,474.76</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 29

This item was originally included on a previous contract modification as a reduction to the contract. The engineer determined that the reduction was incorrect and is now balancing out the item. This will result in an overall zero amount to the contract. The extra costs were deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index.

CM 31

Section 812.04 of the 1996 Standard Specifications for Construction requires that MDOT reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. Lights on plastic drums are used to direct and control traffic in the work zone, and are sometimes damaged by passing motorists. The extra work item Replacement of Damaged Lights will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

CM 33

The plans included completing work in the parking lot of Franklin Pointe; while working on the lot, poor subgrade soils were encountered. The plans did not include removing the soils; therefore, the engineer directed the contractor to minimize the disturbance to these areas. Once the work was completed, the City of Southfield requested that the entire lot be repaved to provide for proper drainage. The engineer directed the contractor to mill and repave the lot. This item is 100 percent funded by the City of Southfield. The extra cost for Franklin Pointe Parking Lot Paving (WO#3) was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to the time, materials and equipment needed to complete the work.

CM 35

As a result of a field review of the project by the FHWA, some changes and enhancements will be made in the sidewalk ramps and pedestrians push button locations to meet all current Americans with Disabilities Act (ADA) requirements. These field requested changes were incorporated into plan revisions, and the engineer directed the contractor to construct this work as per the plan revisions. This work includes the removal and replacement of sidewalk ramps, salvaging and relocating pedestrian push buttons on new posts, and other related work necessary to provide sidewalk ramps in full compliance with current ADA requirements. This is being set up as a budget amount; the final amount will be based on force account records. The extra cost for Sidewalk Ramps and Push Buttons is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extra were recommended for approval by the State Transportation Commission at its June 26, 2008, meeting and are now recommended for approval by the State Administrative Board on July 1, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 75.32%; State Restricted Trunkline, 16.57%; City of Southfield, 8.01%; SBC Communications, 0.10%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

91. **Extra 2008 - 092**

Control Section/Job Number: 81103-74709 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT
Engineer's Estimate: \$4,673,094.55

Description of Project:

6 structure rehabilitations on M-153 over Fleming Creek, on M-14 under M-153 Ramp B, under M-153 Ramp C, under Curtis Road, under Joy Road and under Gotfredson Road, Washtenaw County. This project includes a 2-year bridge painting warranty.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 14, 2006	
Original Contract Amount:	\$4,047,231.96	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>450,000.00</u>	<u>+ 11.12%</u>
Revised Total	<u>\$4,497,231.96</u>	+ 11.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$4,047,231.96.

Approval of this extra will place the authorized status of the contract 11.12% or \$450,000.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Lane Closure Restriction

\$450,000.00**Total****\$450,000.00****Reason(s) for Extra(s)/Adjustment(s):****CM 1**

This project was developed prior to the release of the Federal final rule on Safety and Mobility; therefore, plans did not originally have a restriction for times that a lane could be closed. During the project, the anticipated motorist delays were evaluated and determined that unacceptable delays would be experienced during peak travel times throughout the corridor. As a result of the delays, and in accordance with the expectations set forth in the Safety and Mobility Policy, the engineer directed the contractor not to use lane closures during these peak times. This caused the contractor to set up and remove lane closures daily, and also to perform work on the weekends and at night. There was concurrence that this was a significant change in the character of work, as defined in Section 103.02.B 2003 Standard Specifications for Construction. This extra reflects the agreement for a contract adjustment to cover the contractor's increased cost due to overtime, additional labor for traffic control and work completed during the weekends. The extra cost for Lane Closure Restriction was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by MDOT for their increased costs.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its June 26, 2008, meeting, and is now recommended for approval by the State Administrative Board on July 1, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 15%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48175.

92. **Extra 2008 - 093**

Control Section/Job Number:	82053-58175	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras.	
State Transportation Commission -	This project has extras that exceed the \$250,000 limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$12,363,181.91	

Description of Project:

3.52 miles of hot mix asphalt cold milling and resurfacing, concrete patch work and overlay on US-24 (Telegraph Road) from south of Fordson Road northerly to Joy Road, and 7 structure rehabilitations in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 12, 2006	
Original Contract Amount:	\$14,700,952.70	
Total of Overruns/Changes (Approved to Date):	266,029.69	+ 1.81%
Total of Extras/Adjustments (Approved to Date):	744,777.65	+ 5.07%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>465,000.00</u>	<u>+ 3.16%</u>
Revised Total	<u>\$16,176,760.04</u>	+ 10.04%

Offset Information

Total Offsets This Request	(\$58,709.20)	- 0.40%
Net Revised Request	\$406,290.80	+ 2.76%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.88% over the original budget for an **Authorized to Date Amount** of \$15,711,760.04.

Approval of this extra will place the authorized status of the contract 10.04% or \$1,475,807.34 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-032	7 r. 3	\$232,006.72	03/04/08
2008-070	10	\$390,729.50	05/06/08

Contract Modification Number(s): 12 r. 1, 13

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 12

Adjustment to S01 Contract Work – Redesign		\$60,000.00
Slope Paving, Conc	800.000 Syd @ \$65.00/Syd	<u>52,000.00</u>
Total		<u>\$112,000.00</u>

CM 13

DTE Conduit at S01 – Redesign		\$13,000.00
Superstructure Concrete, Form, Fin, and Cure		
(S01 of 82053), Redesign		140,000.00
Superstructure Concrete, Form, and Cure Night		
Cast (S01 of 82053)		<u>200,000.00</u>
Total		<u>\$353,000.00</u>

CM 13 Offset Information

Superstructure Conc, Form, Finish, and		
Cure (S01 of 82053)	-20,249.330 Dlr @ \$1.00/Dlr	(\$20,249.33)
Supstr, Conc, Form, Fin, and Cure,		
Night Cast (S01 of 82053)	-38,459.870 Dlr @ \$1.00/Dlr	<u>(\$38,459.87)</u>
Total		<u>(\$58,709.20)</u>

Net Revised CM 13 Request	<u>\$294,290.80</u>
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Grand Total	<u>\$465,000.00</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 12

The structure at US-24 over Hines Drive was originally set up as a deck removal and replacement. Once the deck was removed, it was determined that the existing concrete box beams were too deteriorated to be used. The engineer discussed this with the Federal Highway Administration (FHWA) and the Metro Region office, and determined that the appropriate fix would be to remove the beams, part of the abutments, and part of the piers to accommodate an entirely new superstructure.

Due to the above changes, it was determined that the additional work was a significant change in the work as indicated in Section 103.02.B 2003 Standard Specifications for Construction (spec book) and that an adjustment for the items of work was needed. To determine the adjusted price, the amount of labor, materials and equipment was determine as per Section 103.03.A of the spec book and then a negotiated lump sum price was determined. The extra cost for Adjustment to S01 Contract Work – Redesign is based on labor, material and equipment costs per Section 103.03 of the 2003 Standard Specifications for Construction.

Due to the above changes, it was necessary to add slope paving to the bridge. The extra cost for Slope Paving, Conc was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and when comparing similar contracts in the Metro Region.

CM 13

The structure at US-24 over Hines Drive was originally set up as a deck removal and replacement. Once the deck was removed, it was determined that the existing concrete box beams were too deteriorated to be used. The engineer discussed this with the FHWA and the Metro Region office, and determined that the appropriate fix would be to remove the beams, part of the abutments, and part of the piers to accommodate an entirely new superstructure.

Due to the above changes, it was determined that the additional work was a significant change in the work as indicated in Section 103.02.B 2003 Standard Specifications for Construction (spec book) and that an adjustment for the items of work was needed. To determine the adjusted price the amount of labor, materials and equipment was determine as per Section 103.03.A of the spec book and then a negotiated lump sum price was determined. This contract modification is only for the southbound structure; a contract modification for the northbound structure will be completed when the design for the structure is complete. The DTE conduit item is 100 percent funded by the state. The extra cost for DTE Conduit at S01 – Redesign; Superstructure Conc, Form, Finish, and Cure (S01 of 82053) and Supstr, Conc, Form, Fin, and Cure, Night Cast (S01 of 82053) is based on labor, material and equipment costs per Section 103.03 of the 2003 Standard Specifications for Construction. These items are also partially offset by a reduction of (\$58,709.20) in original items noted above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extra were recommended for approval by the State Transportation Commission at its June 26, 2008, meeting and are now recommended for approval by the State Administrative Board on July 1, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.50%; State Restricted Trunkline, 15.82%; City of Dearborn Heights, 2.26%; SBC Communications, 0.37%; Detroit Edison Company, 0.05%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48128.

93. **Extra 2008 - 094**

Control Section/Job Number: 82292-80375 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: Rowe, Inc.
Engineer's Estimate: \$1,161,810.23

Description of Project:

0.21 miles of ramp widening, including widening for additional right turn lane and median crossover with signalization and related items of work on the southbound I-275 southbound exit ramp to US-12, and deck overlay, pin and hanger replacement, barrier replacement, and full painting over the Lower Rouge River, Wayne County. This project includes a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	January 25, 2007	
Original Contract Amount:	\$930,228.03	
Total of Overruns/Changes (Approved to Date):	(44,669.03)	- 4.80%
Total of Extras/Adjustments (Approved to Date):	31,530.13	+ 3.39%
Total of Negative Adjustments (Approved to Date):	(16,010.00)	- 1.72%
THIS REQUEST	<u>33,193.94</u>	+ <u>3.57%</u>
Revised Total	<u>\$934,273.07</u>	+ 0.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.13% under the original budget for an **Authorized to Date Amount** of \$901,079.13.

Approval of this extra will place the authorized status of the contract 0.44% or \$4,045.04 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 17

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 17

Hydro Deck Patching

1.000 LS @ \$33,193.94/LS

\$33,193.94

Total**\$33,193.94****Reason(s) for Extra(s)/Adjustment(s):****CM 17**

While completing the hydrodemolition work, several areas on the bridge deck broke through. According to Section 712.04 J. of the 2003 Standard Specifications for Construction, repairing these areas is considered extra work. The plans also included the following note, "There is a possibility that hydrodemolition may blast through the deck. Forming and concrete required for these full depth patches will be paid as extra work." The engineer directed the contractor to repair the areas. The extra cost for Hydro Deck Patching was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the time, equipment and materials needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on July 1, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48188.

94. **Extra 2008 - 096**

Control Section/Job Number: 39024-86055 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Kamminga & Roodvoets, Inc.
3435 Broadmoor Avenue SE
Grand Rapids, MI 49512

Designed By: Parsons Brinckerhoff, Inc.
Engineer's Estimate: \$72,523,311.30

Description of Project:

2.61 miles of freeway reconstruction and widening, ramp reconstruction, removal of portions of existing structures, replacing abutments, piers, and superstructures, 3 new bridges, placing slope protection, drainage, soundwalls, maintaining traffic, pavement markings and signing on I-94 from west of US-131 to east of Oakland Drive in the cities of Kalamazoo and Portage, Kalamazoo County. This project includes two 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	August 31, 2006	
Original Contract Amount:	\$67,890,986.19	
Total of Overruns/Changes (Approved to Date):	86,532.32	+ 0.13%
Total of Extras/Adjustments (Approved to Date):	3,612,597.31	+ 5.32%
Total of Negative Adjustments (Approved to Date):	(300,923.19)	- 0.44%
THIS REQUEST	<u>700,516.62</u>	<u>+ 1.03%</u>
Revised Total	<u>\$71,989,709.25</u>	+ 6.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.01% over the original budget for an **Authorized to Date Amount** of \$71,289,192.63.

Approval of this extra will place the authorized status of the contract 6.04% or \$4,098,723.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-102	12	\$121,313.17	08/07/07
2008-024	22	\$2,941,764.00	05/06/08

Contract Modification Number(s): 31 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 31

Value Engineering Contractor Payment,
VECP, MSE Wall
Total

700,516.62
\$700,516.62

Reason(s) for Extra(s)/Adjustment(s):

CM 31

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal. The VECP changed the foundation from a traditional footing/piling scheme to a mechanically stabilized earth (MSE) scheme. The VECP changed the foundations for nine of the eleven bridges on the project. Four of the nine bridges were completed in 2007, two bridges are nearing completion, and three bridges will be completed later in 2008.

This change included reductions in the number of piles needed for the foundation and required several new foundation items to be set up. These items were set up on contract modification 22, which was previously approved by the State Administrative Board on May 6, 2008.

The VECP final savings is currently an estimated number and will not be known until the final quantities for each of the bridges are known. Currently the projected savings will amount to over \$3.7 million. Once the total savings have been calculated, one-half of the total savings will be returned to MDOT and the other half paid to the contractor. Only four of the nine MSE scheme bridges have been completed to date, so the final quantities and final cost savings have yet to be determined; however, the savings can be determined on the four completed bridges. Contract modification 31 includes the payment to the contractor for one-half the total savings for the four completed bridges.

Below is a summary of the contract amount changes expected for this VECP once the five additional bridges are completed:

To-date authorized contract amount	\$71,289,192.63
Minus expected savings for five to-be-completed bridges (estimate)	(2,342,800.00)
Plus half net savings to contractor for five to-be-completed bridges (estimate)	1,171,400.00
Plus half net savings to contractor for four completed bridges (this contract modification)	<u>700,516.62</u>
Expected authorized contract amount for nine completed bridges based on this VECP (estimate)	\$70,818,309.25

Concurrence was received from MDOT's Geotechnical Services Section and FHWA on the change in the bridge foundations. The costs for the extra items included on the contract modification were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its June 26, 2008, meeting, and is now recommended for approval by the State Administrative Board on July 1, 2008.

VECP Criticality: This extra is critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 89.82%; State Restricted Trunkline, 8.99%; City of Kalamazoo, 0.03%; Village of Mattawan, 0.20%; City of Portage, 0.96%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49729, 49024.

OVERRUNS

95. **Overrun 2008 - 027**

Control Section/Job Number: 25006-53401 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: C. A. Hull Co., Inc.
8177 Goldie Road
Walled Lake, MI 48390

Designed By: Ayres, Lewis, Norris & May, Inc.
Engineer's Estimate: \$1,314,764.00

Description of Project:

Remove and replace bridge along with related approach work on Torrey Road over Shiawassee River, in the city of Fenton, Genesee County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 21, 2006	
Original Contract Amount:	\$987,752.61	
Total of Overruns/Changes (Approved to Date):	98,775.26	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	18,701.00	+ 1.89%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>90,850.00</u>	+ <u>9.20%</u>
Revised Total	<u>\$1,196,078.87</u>	+ 21.09%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.89% over the original budget for an **Authorized to Date Amount** of \$1,105,228.87.

Approval of this overrun will place the authorized status of the contract 21.09% or \$208,326.26 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Prest Conc Deck, 17-inch	325.00 Sft @ \$130.00/Sft	\$42,250.00
Prest Conc Deck, 21-inch	360.00 Sft @ \$135.00/Sft	<u>48,600.00</u>
Total		<u>\$90,850.00</u>

Reason(s) for Overrun(s):

The plans had an error in the calculation for the pre-stressed concrete deck. This included the area for the 17 and 21-inch deck. This caused an overrun in the original bid items Prest Conc Deck, 17-inch and Prest Conc Deck, 21-inch.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its June 26, 2008, meeting and is now recommended for approval by the State Administrative Board on July 1, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49240.

96. **Overrun 2008 - 028**

Control Section/Job Number: 70609-87747 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Strain Electric Company
3376 3 Mile Road NW
Grand Rapids MI 49534

Designed By: Moore & Bruggink, Inc.
Engineer's Estimate: \$220,704.00

Description of Project:

0.07 miles of intersection improvements including concrete curb and gutter, hot mix asphalt paving, concrete sidewalk and ramp, pavement markings and traffic signal installation on South State Street at Main Avenue in the city of Zeeland, Ottawa County.

Administrative Board Approval Date:	June 19, 2007	
Contract Date:	June 28, 2007	
Original Contract Amount:	\$195,897.68	
Total of Overruns/Changes (Approved to Date):	19,589.77	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,906.20	+ 2.50%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>11,620.05</u>	+ <u>5.93%</u>
Revised Total	<u>\$232,013.70</u>	+ 18.43%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.50% over the original budget for an **Authorized to Date Amount** of \$220,393.65.

Approval of this overrun will place the authorized status of the contract 18.44% or \$36,116.02 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Cold Milling HMA Surface	505.000 Syd @ \$23.01/Syd	<u>\$11,620.05</u>
Total		<u>\$11,620.05</u>

Reason(s) for Overrun(s):

To provide for a smoother transition, the city requested that the amount of milling be increased. This caused an overrun in the original bid item Cold Milling HMA Surface.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its June 26, 2008, meeting and is now recommended for approval by the State Administrative Board on July 1, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: Federal Highway Administration, 78.36%; City of Zeeland, 21.64%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49464.

97. **Overrun 2008 - 029**

Control Section/Job Number: 82457-87977 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd., Suite 100
Troy, MI 48084

Designed By: Local Agency
Engineer's Estimate: \$1,509,890.55

Description of Project:

1.51 miles of road resurfacing, including cold milling, concrete pavement repair, concrete barrier repair, guardrail improvements, hot mix asphalt paving and pavement markings on Eureka Road from Fort Street (M-85) to Jefferson, west in the city of Wyandotte, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	March 12, 2007	
Original Contract Amount:	\$1,596,913.37	
Total of Overruns/Changes (Approved to Date):	159,691.34	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	54,964.35	+ 3.44%
Total of Negative Adjustments (Approved to Date):	(11,982.73)	- 0.75%
THIS REQUEST	<u>129,895.00</u>	+ <u>8.13%</u>
Revised Total	<u>\$1,929,481.33</u>	+ 20.82%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.69% over the original budget for an **Authorized to Date Amount** of \$1,799,586.33.

Approval of this overrun will place the authorized status of the contract 20.82% or \$332,567.96 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Misc. HMA, Base Repr, Patching	725.000 Ton @ \$125.00/Ton	\$90,625.00
Misc. Sidewalk Ramp, ADA, 4"	2,600.000 Sft @ \$6.00/Sft	15,600.00
Misc. Sidewalk, Conc, 4"	7,890.000 Sft @ \$3.00/Sft	<u>23,670.00</u>
Total		<u>\$129,895.00</u>

Reason(s) for Overrun(s):

The condition of the base pavement at the time of construction warranted additional repairs to provide a useful life of the project. The underlying concrete pavement on the project deteriorated at a rate greater than expected from the time of the design until the project was under construction. This caused an overrun in the original bid item Misc. HMA, Base Repr, Patching.

The project was designed to have some of the sidewalk ramps replaced. To meet the slopes indicated on the standard details and the new requirements of the Americans with Disabilities Act (ADA), the lengths of the ramps had to be extended. This caused an overrun in the original bid items Misc. Sidewalk Ramp, ADA, 4" and Misc. Sidewalk, Conc, 4".

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its June 26, 2008, meeting and is now recommended for approval by the State Administrative Board on July 1, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: Federal Highway Administration, 77%; Wayne County, 23%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48192.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
June 23, 2008

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 25, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: July 1, 2008 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACT

1. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0571/A2) between MDOT and Alfred Benesch & Company will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z15). The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be September 9, 2004, through September 8, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z15), and the design services under authorization (Z15) cannot be completed. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including design work under authorization (Z15). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including design services under authorization (Z15).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; N/A for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of June 25, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting held June 25, 2008, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. MacDowell moved to adjourn the meeting. The motion was supported by Mr. DeBano and unanimously approved. Mr. Liedel adjourned the meeting.

SECRETARY

CHAIRPERSON